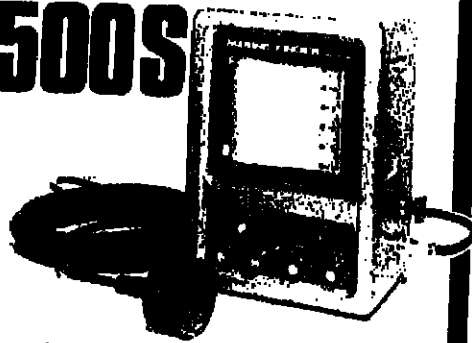




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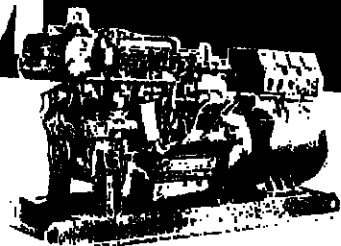
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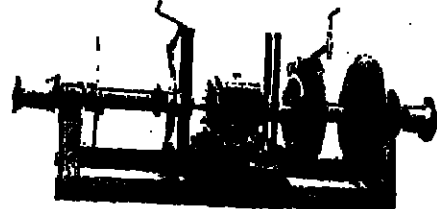


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## Royal bid for cod at Hull

PRINCE CHARLES was among the buyers of a £20,426 distant water catch marketed at Hull on Tuesday.

Hamling's *St. Gerontius*, back from a 23-day White Sea/Bear Island trip under the command of Skipper J. C. Gipson, was the only British wet fish trawler for the early morning auction and the Prince bought the first of 1,086 kits on offer for £44.

The Royal purchase—a kit of cod—was later filleted and sent to the Newland Homes of the Sailors' Children's Society, and the money went to the RNLI.

The Prince had arrived at Hull by train just after 7 a.m. and his four-hour stay in the port enabled him to mix with people in all walks of life and gain an insight into economic problems affecting their livelihoods.

Before going by helicopter to Grimsby to continue his one-day tour of the Grimsby fishing industry, he had breakfast at the Hull trawler owners' dockside club, went over Mr. J. 1915-ton freezer trawler *Junkie* and also inspected the WFA's flume tank in Manchester Street.

Later he met civic representatives and looked around the Dock Museum. At Grimsby there was an

unfortunate start to the day when some workers arrived on the fish docks, near the royal route, to find the police enforcing a parking ban five hours before Prince Charles was due.

During the morning squads of workers, including a gang of "gardeners" removing weeds, tidied up the Doughty Jetty area where most of the Grimsby visit was to be spent. As a result the area lost a lot of its usual atmosphere, although a few flags added some welcome colour.

The Grimsby Wessex helicopter of the Queen's Flight, which ferried the Prince across the Humber, arrived at the Grimsby College of Technology bang on time, shortly before mid-day.

After the now customary chat with some of the crowd the Prince, looking bronzed and relaxed, entered the college for a buffet luncheon before being driven to central Grimsby to the fish docks.

He was greeted and escorted on the docks by Fred Parkes, chairman of the Grimsby's Fishing Vessel



## ... 'look-in' for all at Grimsby

GRIMSBY fish docks is holding its annual open day on Saturday, August 6, when there is a warm welcome to everyone interested in seeing how a major fishing port operates.

Traditionally very much a family outing, it could be just about the final opportunity to go aboard and view at close quarters one of the port's giant deep water trawlers as they are rapidly become obsolete through lack of fishing grounds.

Entrance to the fish docks is by programme only and, at 25p on the day (children 10p) for the afternoon, it looks like an event which should once again attract visitors from far and wide.

### Parking

For those travelling by car parking facilities are free from 12 noon onwards, whilst two bus services will operate hourly to Grimsby and Cleethorpes from the docks.

Grimsby's open day is being supported by nearly all the major interests on the fish docks and will be officially opened at 2.00 pm by Admiral Sir Charles Madden, Bt, GCB, DL, who is chairman of the Royal National Mission to Deep Sea Fishermen which benefits from the funds raised.

Apart from the trawlers and fishing vessels, other attractions include HMS

July 21, 1978

## 'ALL EUROPE WILL BE IN THE CLYDE'

MINISTER John Silkin's action in leaving the Clyde estuary out of Britain's unilateral herring fishing ban off Scotland's west coast has alarmed local MP John Corrie.

He sees dangers of fishermen coming from all parts—even foreigners—to the only area where the fish can legally be caught.

The matter became the focal point of a press conference called at Westminster by the European Parliament office in London to allow journalists to question Nils Kolsted, Danish Liberal chairman of the Parliament's agriculture committee, after his talks with representatives of British fishermen.

Mr. Corrie (Conservative, North Ayrshire and Bute) said that large parts of the estuary were outside the British three-mile limit.

"Leaving the Clyde estuary open and closing the rest of Scotland means that practically anyone could come into the Clyde estuary," said Mr. Corrie.

"My worry is that, if Mr. Silkin goes to the European Council of Ministers on July 24 and says that he has done this, the Council will tell him that he cannot leave the Clyde open on a discriminatory basis—and that if he leaves the estuary open it will have to be for all European boats to come in and fish."

Another danger seen by Mr. Corrie and others is that the Clyde exemption could provide a loophole, giving fishermen the opportunity to claim that herring found on their boats had come from the Clyde, even if they had been caught illegally off the Scottish west coast.

Mr. Kolsted said that they must develop a technique to take the small pout and sandeel for industrial fishing without taking the immature bass stock for later human consumption.

Scientific evidence indicated that Norway pout and sandeel feed off the plankton which also forms the feed for prime fish.

He believes that it is in

British fishermen's interest to policy there they cannot, he get agreement in the North says, get agreements with Sea. Without a Community third countries.



## ... but herring still has a queen

HUNDREDS of people watched the crowning of the 1978 Eyemouth herring queen on Saturday. The event is one of the most colourful in the Border county's calendar.

The queen, schoolgirl Linda Chapman, was crowned by the retiring queen Christine Donaldson after sailing into Eyemouth harbour on board a fishing boat escorted by a flotilla of flag bedecked boats.

Then Linda, a pupil at Eyemouth High School, headed a procession through the town.

### Trophies

The herring queen Shield and Pennant went to Skipper Robert Veitch of *Valhalla*, and Skipper Jim Althison of *White Heather*, for the best catches of herring and white fish during the week, and the year, respectively.

## COMMENT

WHAT a change round! After years of hearing strictures from the Government on conservation this week we have seen (page one) fishermen lecturing the Ministry on the errors of its ways in contemplating opening-up the mackerel fishery on a quota-free basis.

Now that the industry is at rock bottom, with mackerel left as the only large resource available to keep a big section of the fleet in business, fishermen are trying to behave responsibly in sharing this out fairly.

It is understandable that representatives from Cornwall should want to shy away from all-out fishing within the TAC; they have a lot to lose if what is regarded as a local stock disappears. But to see a PO representing some of the big English bulk catchers also supporting the same line is a big step forward.

The real danger signs on mackerel went up recently when it was learned that the EEC was recommending a massive increase in the TAC to 440,000 tonnes. From the seeming acquiescence of the British Government to this proposal, we can only speculate that Mr Silkin did not really placate the Norwegians on his recent visit to their country, following the announcement of his conservation measures.

As the Norwegian Director of Fisheries, Knut Vardal, said in *Fishing News* last week, his country wants compensation in the form of more mackerel.

By letting the TAC rise, Mr Silkin no doubt thinks that there will be room to accommodate some extra fishing capacity by Norway. What the question really boils down to, is whether to put the mackerel at risk in an effort to keep the British fleet fishing off Norway.

## fishing news

Editor: Harry Barrett

Assistant Editor: Ian Strutt

Scottish correspondent: Gloria Wilson

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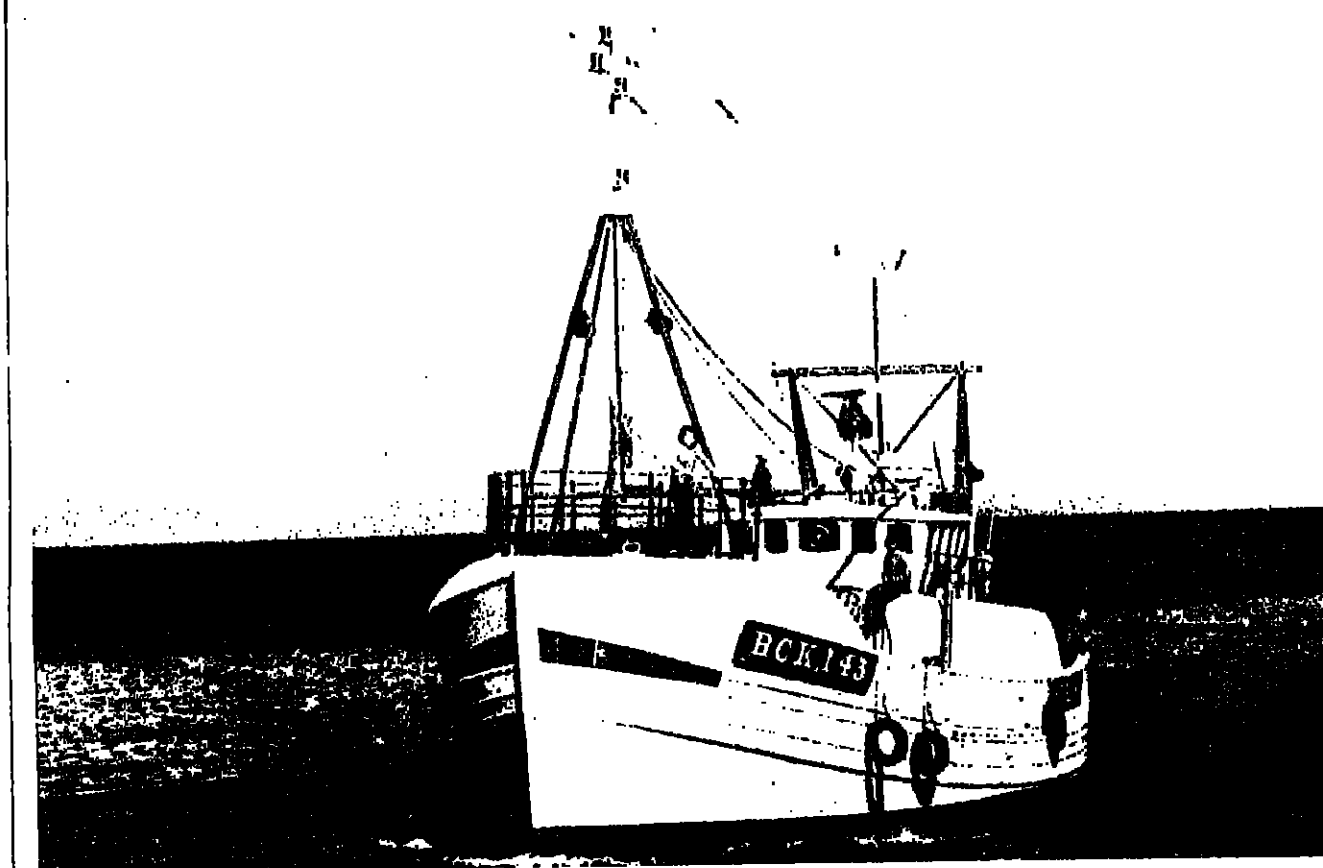
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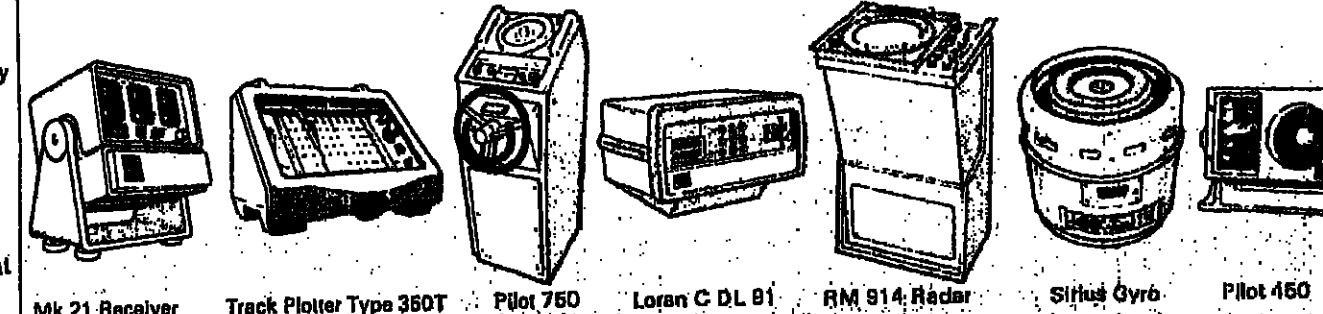


## 'AEOLUS' All the way with Decca

Aeolus, a new 74 ft. seiner-trawler from the Macduff Boatbuilding and Engineering Co., has recently commenced operations out of Peterhead under the command of Skipper-owner George Findlay of Buckie.

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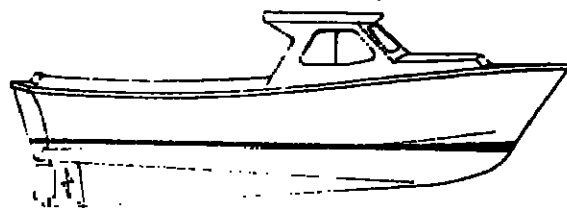
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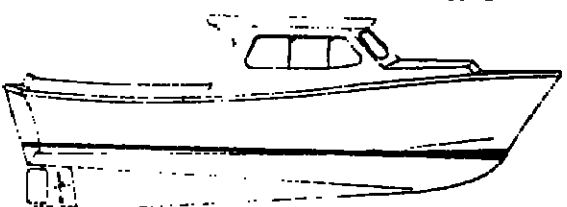
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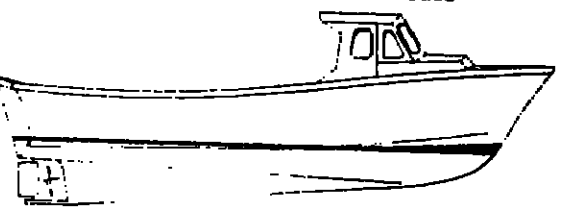
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## Granton has a health service

SIR, Whilst agreeing with most points raised by Professor A. Mair in his recent article (*Fishing News*, June 23), exception is taken to his sweeping and somewhat disturbing statement that "no or only rudimentary occupational health services exist" at the fishing ports which he names. The East Scottish port of Granton provides an up-to-date medical service, financed by the only company operating from the port, and a little research would have disclosed that the eight points raised by the eminent professor are adequately covered, together with provision of preventive medicine in the form of anti-influenza inoculations.

The major fishing ports with their extensive facilities are not alone in providing the services of: Company medical officer; Company surgery; Trainee examinations; Pre-sea examinations on completion of illness ashore; Electrocardiograph facilities; Inoculations and "On the spot" advice and treatment.

It is considered that the health of our port's fishermen is of paramount importance to the general health and safety in this hazardous occupation.

J. LE POIDEVIN, B.E.M., A.I.T.O., Safety & Training Officer, William Linton Ltd., GRANTON, Scotland.

## LICENCE EVERY PELAGIC BOAT

SIR, With reference to your Comment "The Red Lifeline" (*Fishing News*, June 30), whilst not doubting the immediate cash benefit to those engaged in this fishing to the Reds, this producer organisation seriously doubts the long-term benefit the way it is now conducted.

If another winter's fishing is to proceed with no regard to stock conservation or the local inshore interests, then this apparent "lifeline" will become a noose that strangles not only the local fishery but the national stock as well.

With the approach of the 1978/9 winter mackerel season, this PO would urge on the Government that it takes responsible action and in-

## LETTERS

roduces a licence not only for mackerel but all pelagic fish. This should provide for reasonable quotas and, with all the signs of overfishing so apparent to local fishermen, an increase in limits for boats under 80ft. from three to six miles.

## Open North Sea to drifters

SIR, In *Fishing News*, July 7, Dr. Lyon Dean, chairman of the Herring Industry Board, called for some consideration being given to opening the North Sea for herring.

Eight or ten years ago, when it was clear to many people whose judgement was not

clouded by vested interests, that North Sea herring were in danger of complete annihilation — Dr. Lyon Dean was busy facilitating huge grants towards the building of purse seiners.

Not only were the Scottish boats late in the day, but they proceeded along with others to just about wipe out the stock

between the skins, the same as it does if chopped strand matt or woven roving are not bonded together properly.

CHRIS READ, Regional Sales Manager, The Balsa Wood Co. Ltd., Green Dragon House, 84 High Street, Croydon, CRO 9XN.

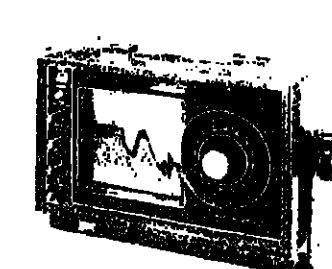
## CORE CRITICISM IS NOT JUSTIFIED

SIR, I would like to reply to the letter published in *Fishing News*, May 19, by John E. Peters of Cygnus Workboats on core hulls.

The points I would like to make are:  
1. We do not usually as prime importance try and reduce the cost of hulls by incorporating and grain balsa Contourkore. We approach our customers, together with our design engineer, and suggest structures to them which show increased stiffness and strength. In many cases the cost of Contourkore sandwich hulls is more than the customer's present method.

2. Mr. Peters goes on to say that the GRP sandwich structure is only strong as long as the three layers, as he says, are bonded together. Of course grain and the water penetration if matt or woven roving is not used properly it is just the same as if the Contourkore is not the holoed area. Of course if the used properly. Also, we do not normally recommend, and 95 properly the water will travel

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## Bid to ease 'war' tension

FISHING problems between the British and the French may be eased slightly following an exhibition of the work of fishery committees in France later this year.

Devon Sea Fisheries Committee staged an exhibition at this year's Devon County Show and, among the visitors, was a group of businessmen from the French twin county of Calvados. The Frenchmen were so impressed with the exhibition that they decided to invite the fisheries committee to bring their patrol boat and exhibition over for the International Cae Fair in September.

The committee has accepted and hope that their presence may help to overcome some of the problems south west coast.

## Target date on plan for Shetland

SHEPHERD Islands Council may draw up a fishing plan (*Fishing News*, June 16) in time for a planned visit to Shetland in September or October by EEC Fisheries chief Finn Olav Gundelach. The plan is likely to favour local licensing of boats.

The council is also considering the appointment of a fisheries manager, to liaise between the fishermen and the processors.

## Squid boom record

MILFORD HAVEN'S port record was smashed last week in a squid boom which resulted in excellent grossings for every vessel taking part.

The record catch was landed by Skipper Jim Manson. In a 12-day trip the vessel caught 203 kits, including 45 of squid, 26 of cod, 30 of whiting, 60 of roker, five of

turbot and brill, five of plaice and 10 of soles, which sold for £9,376.

The standard for Milford kits is 12 stones, although some fish are sold in smaller tins. Squid, for example, is sold in six-stone tins and prices rose to around £36.

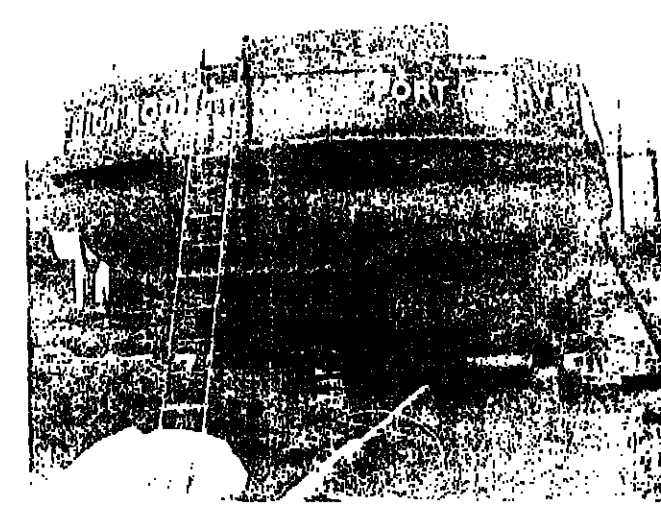
Two vessels landed at the start of the week. *Bryher* (Sk. George Tripp) had 186 kits which sold for £8,747. On the same day *Norrad Star* (Sk. John Rogers) returned after only six days at sea with 104 kits for an excellent £5,327.

Between them the vessels landed (in 12-stone kits) 20 of cod, 25 of whiting, 70 of roker, 80 of squid, 10 of turbot and brill, 20 of plaice and five of soles.

There was still more to come. *Pictou Sealion*, under Sk. Brian Salter, cashed in on the squid to earn £9,020.

Squid has now become what sales were to the local market as excellent prices are being paid for the variety.

## Trawler for Kent port-in cement



IF APPEARANCES are anything to go by the 42ft. Kent boat *High Society* (above) will give professionally-built craft a run for their money. She is now nearing completion and is the work of owner-builder Robert Holland. The boat has a ferro-cement hull and is engined with a Gardner 8LXB.

The design of the 42ft. x 16ft. 9in. x 5ft. 9in. draught Rye trawler was first produced in model form by Mr. Holland and the lines were then taken off the model. The basic reinforcing steelwork was carried out by the owner, who called in outside help only for the plastering. She has an excellent finish.

His reason for choosing ferro-cement was simply practicality: no other material would have enabled him to produce such a hull at low cost with so little specialised labour — and so quickly.

## ICE-BUMP TRAWLER IS SCRAP

BRITISH United Trawlers' Grimsby near/middle water trawler *Locarno* — the vessel once involved in a 'swap' deal — has been sold for scrap.

*Locarno* has been laid up at Grimsby for over three years since she struck an ice floe off Iceland whilst distant water fishing under licence in June 1975. Her stern gear was damaged.

Last week the outwardly rusting vessel was being stripped in preparation for her trip to undisclosed breakers.

She is the first motor trawler BUT has scrapped at Grimsby and there is speculation that the firm is about to start disposing of laid up tonnage at the port. Looking set to go are ships needing repairs like *Ross Kandahar* and *Ross Renown*.

In addition to *Locarno*, the firm has ten distant water motor trawlers in the 160 to 220 ft. range laid up at Grimsby because there are no suitable grounds.

All the vessels are largely serviceable and it is common knowledge at Grimsby that BUT has hoped to sell them. *Locarno* was launched in

Grimsby by the now defunct builders, J. S. Doig (Grimsby) Ltd., in 1958 to the order of Lindsey Trawlers Ltd. She was one of a pair of near sister-ships for near/middle water fishing and was originally named *Longset* (GY 554).

In 1965 she was renamed *Locarno* and then, in 1967, she was transferred to Aberdeen in a 'swap' deal with Craig Stores (Aberdeen) Ltd. which brought *Tom Grant* south.

Whilst working from Aberdeen *Locarno* secured a licence to fish off Iceland and was then switched back to Grimsby in 1974 shortly after BUT had bought out Craig.

On her return to the Humber *Locarno* fished mostly middle water and had just reverted to her Icelandic licence when the accident happened.

Footnote: The other vessel built by Doig of Grimsby as sister to *Locarno* was *Lucerne*. This trawler is still operating from Grimsby.

## ICELAND OFF EXPORT LIST

FROZEN mackerel fillets sold to Iceland will not qualify for an export refund under new arrangements announced by the EEC Commission.

The following changes will be applied from July 29:

(a) the export refund for frozen whole mackerel will be reduced from six units of account per 100 kilograms (UA/100 kgs) to 5 UA/100 kgs and Iceland will be added to the list of third country destinations that are excluded from qualifying for export refund.

(b) the export refund for dried and salted saithe (whole, headless or in pieces) will be reduced from 15 UA/100 kgs to 13 UA/100 kgs.

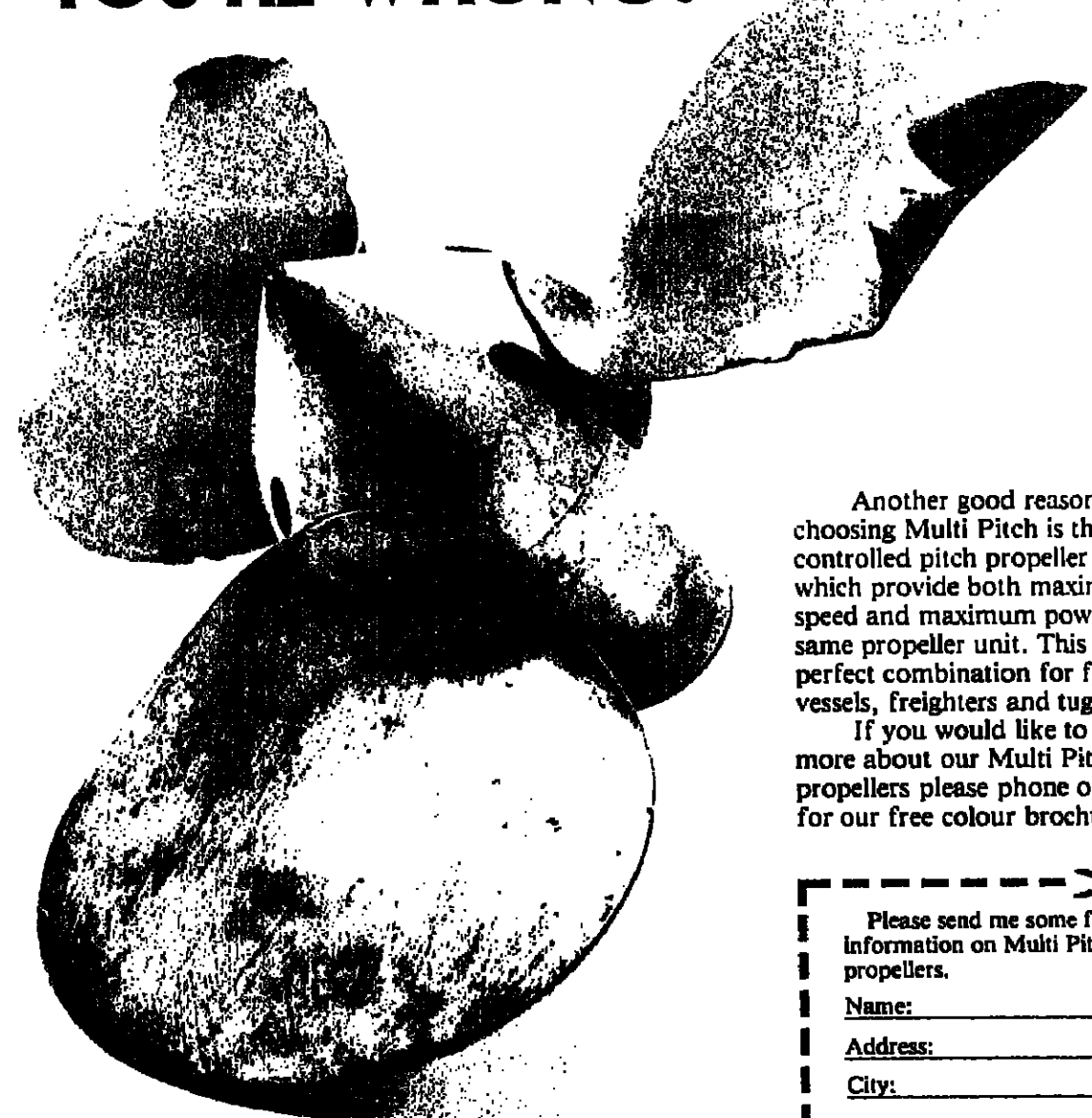
(c) no export refund will be payable on dried and salted cod (whole, headless or in pieces).

Other rates of export refund and destinations will remain unchanged. Information about the qualifying conditions for export refund payments, and the claims procedure, may be obtained from the Intervention Board for Agricultural Produce, Fountain House, 2 West Mall, Reading, Berks, RG1 7QW.

## Kort moves

KORT Propulsion Co. Ltd. moved to Ewing House, Kings Road, Brentwood, Essex, CM14 4EQ, on July 10. The new phone number is Brentwood (0277) 213817. The firm supplies propulsion nozzles.

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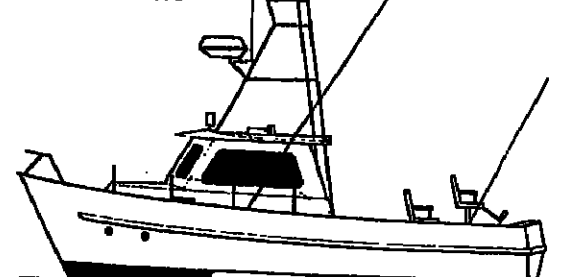
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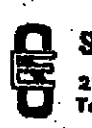
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# IRELAND SET TO HALT EEC TALKS

MORE STOP-GAP measures are the most likely outcome of the next EEC Fisheries Council in Brussels on July 24. The interim regimes for Norway, Sweden, the Faroe Islands and Spain which expire at the end of this month are expected to be extended to the end of September.

But Irish Fisheries Minister, Brian Lenihan, may block this move unless the Council also agrees to release aid worth 56 million units of account (1 UA = .5 Dollars) for fisheries protection and 5 million UA for interim structural measures during 1978. Ireland would receive a large share of this aid.

The Irish who have no in-

terest in third country fishing are furious at the prospect of the special aid promised for the Irish Fishing Industry in the Hague Declaration 20 months ago has so far been released. This is mainly due to the UK's insistence on treating the EEC's common fisheries policy as a global package and that none of its elements can be agreed separately.

Norway will feature prominently in the EEC ministers discussions. Firstly, there is the problem of allocating Community quotas in Norwegian water north of the 62nd parallel among EEC member states. Since the deadlock over this issue at the last Fisheries Council in Luxembourg, June 20-21, the Commission has produced

new proposals for the share out. These would give the UK 9,221 tons of cod out of an EEC quota of 13,643 tons and 993 tons of haddock out of an EEC quota of 1,432 tons.

Despite Mr Silkin's recent goodwill visit to Oslo the Norwegians are unhappy about the UK's unilateral conservation measures, especially those concerning the West of Scotland herring ban and the Norway pout ban.

The Norwegians are demanding compensation for these losses otherwise they may restrict EEC fishing in their waters.

Following a recalculation of the West of Scotland mackerel stock, Norway may be given a large share of the extra 7,500 tons available.

This could compensate for the 3,500 tons of herring lost in this zone. But community experts do not at present see how Norway can be compensated for the extension of the Norway pout ban due to take effect from October 1.

The EEC Fisheries Minister will also be asked to approve the framework fisheries agreement negotiated with Norway, Sweden and the Faroe Islands earlier this year. These do not fix quotas but instead provide a legal basis for fishing relations. The UK is widely regarded as part of its global package.

It is not clear whether the UK's conservation measures will be directly discussed by the Council.

## It's all a matter of degrees

I RECENTLY heard that a new device for measuring the temperature of sea water had become available in this country and wasted no time in getting particulars of it.

But when I received them my interest flagged. It was a device for taking the temperature of surface water only and I did not think that it would be of much use to commercial fishermen here.

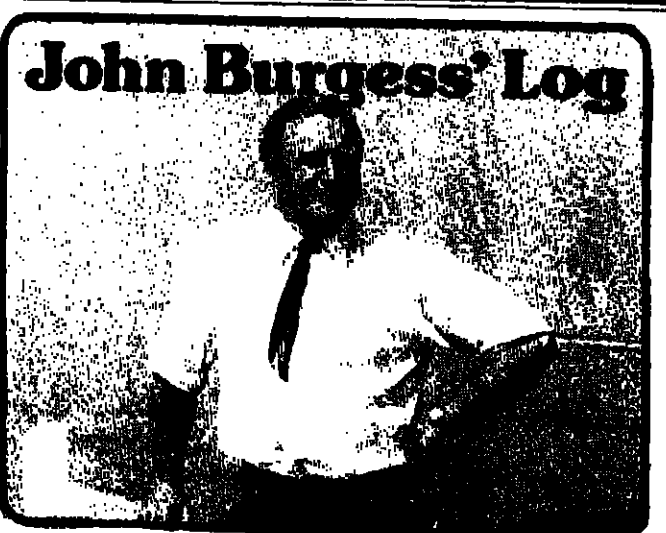
However, a few days ago I happened to read a report about the activities of a Fisheries Trust which had been catching and tagging sharks around the coast of Ireland in its research vessel *Finola*.

While doing so it had been discovered that water temperature is of vital importance when fishing for blue sharks; that although they are around when the temperature is less than 14 deg. C, they will not feed until it is above that temperature.

Further research may reveal that other species of sharks react in a similar way, and are more likely to be catchable when the water is above a certain temperature than otherwise.

If that is the case, a device which will constantly indicate the temperature of the water while a boat is underway could be of interest to the not inconsiderable number of readers of *Fishing News* who are concerned with shark fishing in one way or another. It could conceivably be of interest to catchers of mackerel and other species to be found on or near the surface at times.

It is known that mackerel prefer temperatures of between 12 and 18 deg. C, and it is also known that fish are often to be found close to boundaries between areas of differing water temperature. The device in question is known as the Dytek Sea Water Temperature Indicator Model 703200 C/F and was originally designed to enable commercial and game



fishermen searching for surface feeding fish off the Atlantic coast of the USA to derive maximum benefit from the isothermic charts published regularly by the US Coast Guard.

It consists of a three digit indicator for mounting in the wheelhouse and a probe which can be mounted either through the hull of a boat or on the transom.

The model designed for use by commercial fishermen indicates temperatures in either Celsius or Fahrenheit to 0.1 of a degree in either scale and updates readings every five seconds.

Further particulars are obtainable from: Butler's Marine Ltd., Woods Way, Mulberry Industrial Estate, Goring-by-Sea, Sussex.

## Fisheries officers

MR. H. F. Theaker, North Eastern Sea Fisheries Committee's Chief Fisheries Officer, 10 Fairfield Road, Stathes, Saltburn, Cleveland, has pointed out that some of the names and addresses for Fisheries Officers I gave in *Fishing News*, June 9, were incorrect.

A corrected list follows: South Shields to Hartlepool — Fishery Officer G. Harrison, 3 Claypool Farm Close, Front St., Hutton Henry, Co. Durham; Hartlepool to Scarborough — by F/O C. Amos, 152 Cogoch Road, Sleights, Whitby, North Yorkshire; Spurn

been appointed to cover Scarborough to Spurn Point but has, as yet, no headquarters there.

## Electric bait cutter

DO YOU know of any mechanical device available for cutting and slicing bait for feeding lobsters.

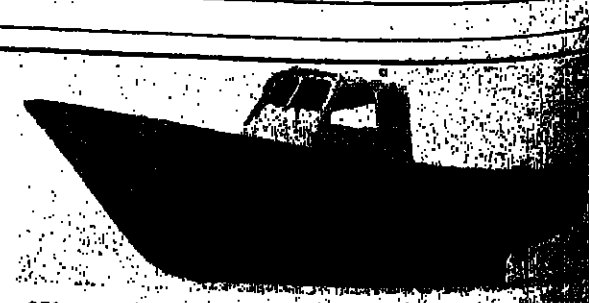
R. and B. Leakey, Sutcliffe House, Settle, Yorkshire, can supply a Norwegian bait cutting machine suitable for your purposes.

It is a compact machine driven by a 1 hp AC or DC motor, designed to be mounted on a standard fish box. It splits and slices large fish; then drops cut baits into the box and tails outside it.



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## Look-out post shock

CORNWALL Sea Fisheries Committee has agreed to compile a list of times that coastguard look-out posts in the south-west are manned.

The move follows news given at last week's meeting that the coastguard look-out at Pendennis Head, Falmouth, is now no longer manned 24 hours a day.

### View

It came as a surprise to members who heard it was only operational from 10 am until 10 pm although at the headquarters to the rear, a fully-manned op's room, was working 24-hours.

The latter, however, only had a small view of the approaches to Falmouth and, unlike the look-out post, could not see right round the bay.

Members agreed to list all the look-outs for fishermen — and to enquire why they had not been informed of the closures.

## ONLY ONE

THE Icelandic trawler *Gylfi* — the only wet fish trawler discharging at Hull on Monday — grossed £27,532. She had 786 kits, of which 38 were haddock and 247 were flat-fish.

# Stranger boats pile into Grimsby

HEAVY landings by Grimsby's small boat fleets were again the backbone of another busy session at the Humber port last week. The final tally again soared past 30,000 kits for the five markets.

Quayside prices were far more stable than at the end of June and at the start of this month.

Large North Sea cod made upwards of £50 per kit and codlings rose to £35 per kit with relative ease on most markets.

So, it was not really surprising that there was an enormous influx of foreign vessels — notably from Denmark and Belgium — because they cannot earn this sort of money on their own markets during the holiday period.

Nor were the visitors confined to foreigners. Several

vessels from ports further up the coast also made for Grimsby whilst the going was good.

Top pair team *Margrethe Bojen* (Sk. Jens Bojen) and *Frances Bojen* (Sk. "Lemon" Richardson) came back with a bang after nearly six weeks out of fishing for modifications and repairs. They made a combined £48,179 from 1,463 kits after 14 days.

This huge grossing from

some really fine quality large cod and codling was just over £1,500 short of the team's own port earnings record set in May 1977.

None of the port's trawlers came anywhere near these figures, the best effort coming from *Northern Gift* (Sk. Ray Pepper) which was on her final trip for the time being. Her £33,244 was made from 1,192 kits, mostly codstuffs and codley, after a long 23-day trip to the Barents Sea.

The only other distant water ship to land during the week, Boston Group's *Prince Philip* (Sk. Eddie Grant), fared even worse. From 23 days on the Norway coast, she ended up well in the red with a modest £23,872 from only 907 kits, again largely codstuffs and codley.

*Prince Philip* has now been switched to home waters where returns from the local trawlers landing last week showed some improvement.

Back of the bunch was *BU's Ross Lynx* (Sk. Dave Cooper) on £22,390 from a 17-day North Sea/Westerly trip which turned out 910 kits, including 180 of haddock, 340 of cod and 260 of codley.

Best Westerly trip was *BU's Ross Juno* (Sk. Johnny Waddingham) with a grossing of £22,308 from a mixed 746-kit turn out, while Consolidated Fisheries' *Carlisle* (Sk. Keith Heron) just missed out with £22,059 from a similar 15-day North Sea trip of 784 kits.

The top seven anchor-seiners all bettered £10,000 and largely outfished and outgrossed a handful of the port's middle water vessels.

Since the clampdown at Faroe H. L. Taylor Ltd. has suffered a very lean period. The worst affected was *Orino* which made only £9,400 from 295 kits after 15 days in the North Sea.

The top seiner was the Consolidated - agent *Bekimael* (Sk. Anton Bojen) which clocked up £11,927 from a 385-kit landing after 16 days.

## OBITUARY

### William Clark

THE FOUNDER of the fishing industry engineering specialists Clark & Co. (Grimsby) Ltd., William George Clark, has died.

Mr. Clark, who had not been in good health for some time, was 82.

A native of Grimsby, Mr. Clark started as an apprentice blacksmith in the engineering shop of Smethurst's White Star Fishing Co. well over sixty years ago. He spent all his working life, apart from wartime service, on Grimsby fish docks.

After serving with distinction in the army during the Great War, Mr. Clark founded the business in 1920, with two colleagues. It was an independent engineering firm specially geared to meet the needs of the fishing industry.

Despite his years he still spent a lot of time on the fish docks and was very active in running the firm. He held the positions of chairman and managing director to the last.

Mr. Clark was a widower and is survived by his only son.

**Scattered**  
THE ASHES of a Suffolk longshore fisherman, Walter Ruge, were scattered at sea off Lowestoft on Saturday. They were taken out to sea on the Caister volunteer lifeboat. The ashes, together with flower petals, were scattered about one mile offshore.

## POUT ANGER

A TELEGRAM has been sent by Shetland Labour Party to the minister for Agriculture and Fisheries, John Silkin, expressing "anger and concern" at the Government's decision to extend the fishery conservation pout box laterally and not longitudinally to the 62nd parallel.

This decision, says the party, must mean an accepted concentration of foreign vessels in a fishing zone some 50-miles off Shetland.

# Sewage pipe will 'ruin best potting area'

PRIME crab and lobster grounds off Redcar on Teesside, will soon be swamped in sewage if plans to construct a huge outfall in the area are carried out.

Outraged fishermen claim their livelihoods now hang in balance and they are demanding a public inquiry. A formal objection has been lodged with the Northumbrian Water Authority.

The authority plans to site the outfall pipe for the Langbaurgh sewage scheme right in the middle of "Prime Pot", a valuable fishing area just off Redcar.

### Rich

Every day about two million gallons of partially-treated sewage would be pumped into this area, which is considered to be one of the richest fishing grounds off the north-east coast.

Local crab and lobster fishermen, led by Gary Mountain, secretary of Redcar Fishermen's Society, claim they have been "hoodwinked". Original plans, agreed by the North-Eastern Sea Fisheries Committee and MAFF, had the pipe ending at "High Soft" — near the Saltcar Buoy — an area hardly used for fishing and where there was little threat to marine life.

"We want a public enquiry into this matter. We will be placing a formal objection with the authority and protesting to the Department of the Environment," said Mr. Mountain.

The main fear of local fishermen is that the toxic chemicals produced in the vast industrial complexes of nearby Teesside will find their way into the sewers and wipe out the Prime Pot fisheries. Mr. Mountain said: "The effect of a discharge of toxic chemicals could be disastrous. They can say what they like, but who knows what comes out of those sewers. If the outfall is sited at Prime Pot, we won't fish there anymore."

The present proposed location is not in the position that fishermen and sea fisheries representatives were led to believe it would be.

Fishermen are now pressing the authority to site the new outfall at Warrenby, in West Bay, an area already polluted by industrial effluent. Here, any discharge would be carried far out to sea.

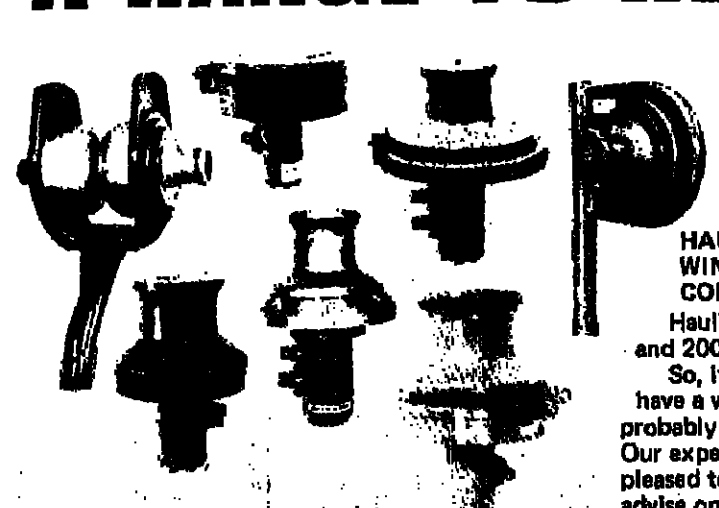
Northumbrian Water Authority press officer, Bob Conlon, said that the Prime Pot site is the only one which would solve the problem of sewage on the beaches.

"The sites at Warrenby and High Soft would not allow a long enough outfall pipe, so we would still have sewage washed up on the beach," he said.

The Ministry's shellfish laboratory at Burnham-on-Crouch, Essex, has been consulted, and experts have visited Redcar to hold meetings with fishermen. So far, the MAFF has not recommended changing the location of the pipe.

Redcar fishermen are also

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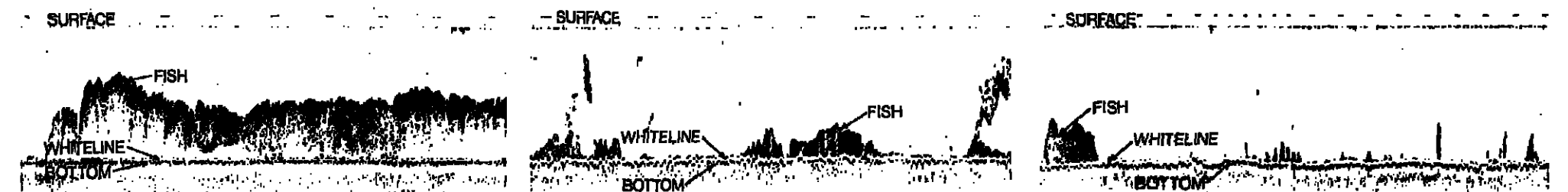
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# let's talk sounders

**Skipper Sam McCullough says, 'My new FUV-11 Echo Sounder is working beautifully!' See for yourself...**



Recordings of mackerel "marks" from MFV Stephens' FUV-11 Echo Sounder operating at a frequency of 200kHz on the 0-50 fathoms range... and, below, Redifon's Furuno FUV-11 Multi-Stylus Echo Sounder that makes it all possible!

During the Christmas lay-up, Sam McCullough of Killeel, Northern Ireland, fitted Furuno's FUV-11 Multi-Stylus Echo Sounder to his vessel, MFV Stephens.

By January, while actively engaged in purse-seining for mackerel off the Devon and Cornish coasts, he had proved its worth! From the above recordings, you can see for yourself that his compliments to Furuno are more than justified.

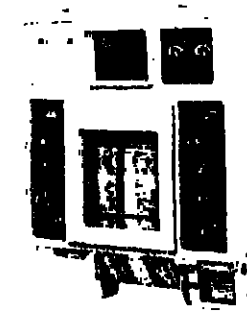
The FUV-11 is a sophisticated, high performance fish

finder, suitable for every type of fishing operation. Its multi-stylus recording system provides advanced reliability with the Echogram being obtained by more than 300 stationary stylus, aligned like a comb and electronically strobed. Unlike conventional echo sounders, there are no moving parts except the paper drive.

This multi-stylus system permits the recording of bottom-lock, range spread, and normal charting - all in one operation.

beautifully..." skipper Sam McCullough told us "...and I am completely happy with the results so far."

Sam's brother Bobby, skipper of the MFV Spemagna, has also fitted an FUV-11, while another skipper more than satisfied with Furuno equipment is Mike Hosking who not only has an FUV-11 on MFV Dew-Gennen-Ny, but has also purchased a second FNR-200 Net Recorder for installation on his other vessel, MFV Kilravock.



**So many skippers-and their gross earnings-can't be wrong about Furuno!**

Fishing News reported earlier this year on Scotland's top seiner. The 80ft Argonaut IV netted a colossal gross earnings of £435,072 in her first full year's fishing.

Argonaut IV is fitted with Furuno's FUG-11 50/200kHz Echo Sounder in addition to FRS-48 and FR-160 Radar and skipper/owner Dave Smith is reported to be delighted with the performance of all the Furuno equipment.

One of the latest vessels to join the Peterhead Fleet from Campbelltown Shipyard is Challenger II. Skipper Andrew Strachan also reports good results from his Furuno equipment.

John Mitchell, skipper/owner of the Dewy Rose has already told us that this FUV-11 Echo Sounder and F-861 Net Recorder are "the greatest!"

With such compliments it will not come as a surprise to discover that the skippers of all the following vessels also rely on Furuno Echo Sounding and Fish Finding equipment:

The incentive PD349 which is fitted with the Furuno F861A Echo Sounder.

Star of Bethlehem, Emma Thomson, Renown, Regent Bird, Devotion, Serenus, Daisy, Caledonia, Wosthaven, Achive, Illustrious, Evening Star, St. Andrew, Gramplan Hill, Gramplan Chieftain, Gramplan Warrior, Gramplan Glen, Gramplan Heather, Helene, Shielwood, Merlewood, Strathella, Ben Lora, Glen Clova... and that's just a few of them in the U.K.

Perhaps Tom Hay, skipper/owner of incentive PD349 sums up Furuno's reputation:

"I have obtained excellent results with my Furuno Sounder. Taking everything into consideration, its cost, its compact size and its remarkable performance, I cannot see that it can be improved upon!"

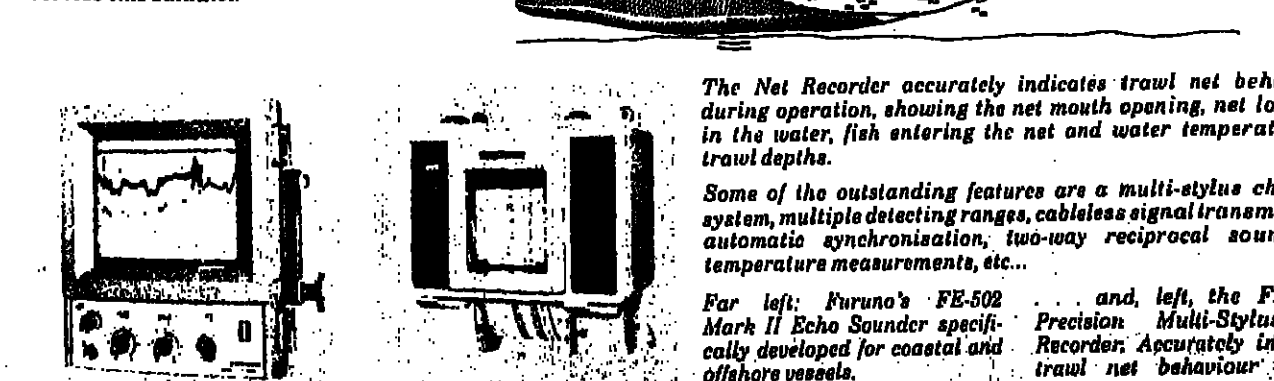
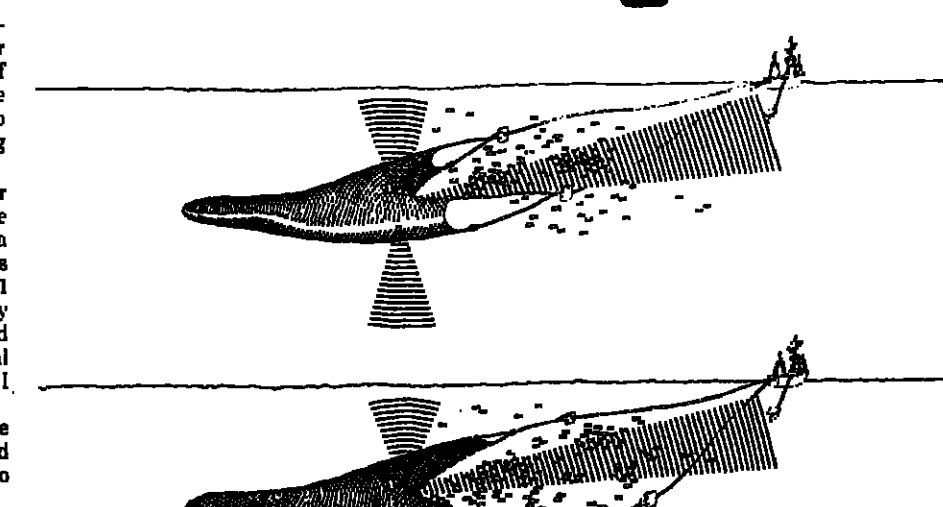
*Tom Hay.*

## McTay Marine order Furuno for their New Building 29

For New Building 29 currently under construction for Mr. T. Thomas & Partners of Newlyn, McTay Marine have also chosen Furuno Echo Sounding and Fish Finding equipment.

In addition to Furuno Radar and Sonar installations, the vessel is being fitted with a Furuno FNR-200 Cableless Net Recorder, an FUV-11 Multi-Stylus Dual Frequency Echo Sounder with integrated fish loop, and an additional Furuno FE-502 Mark II Sounder.

The vessel, which will be used for both trawling and long-lining, is due to go into service this summer.



The Net Recorder accurately indicates trawl net behaviour during operation, showing the net mouth opening, net location in the water, fish entering the net and water temperature at trawl depths.

Some of the outstanding features are a multi-stylus charting system, multiple detecting ranges, cableless signal transmission, automatic synchronisation, two-way reciprocal soundings, temperature measurements, etc...

Far left: Furuno's FE-502 Mark II Echo Sounder specifically developed for coastal and offshore vessels. and, left, the FNR-200 Precision Multi-Stylus Net Recorder. Accurately indicates trawl net behaviour during operation.

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Denmark: International Skibs Radio A/S, Spectatorvej 9, Copenhagen S.V., Denmark. Tel: 01-46.46.00. Telex: 27288.

Norway: Furuno Norge A/S, P.O. Box 621, N-8001 Alessund, Norway. Tel: (071) 24655. Telex: 42692 AHG N.

**"LATE NEWS" SONAR 'FIRST' FOR REDIFON/FURUNO**  
Furuno's revolutionary PSS 75B sonar chosen by Donald McAlinden for his prize seiner now building in Norway. This is first fitting of PSS 75B on UK registered vessel, but over 600 already used worldwide. Multibeam PSS 75B gives 1000 search with range 0-100 metres up to 0-1400 metres off-centred display, takes most of luck from fish-finding. Mr. McAlinden also installing Furuno radar and FUV 11 Echo Sounder.

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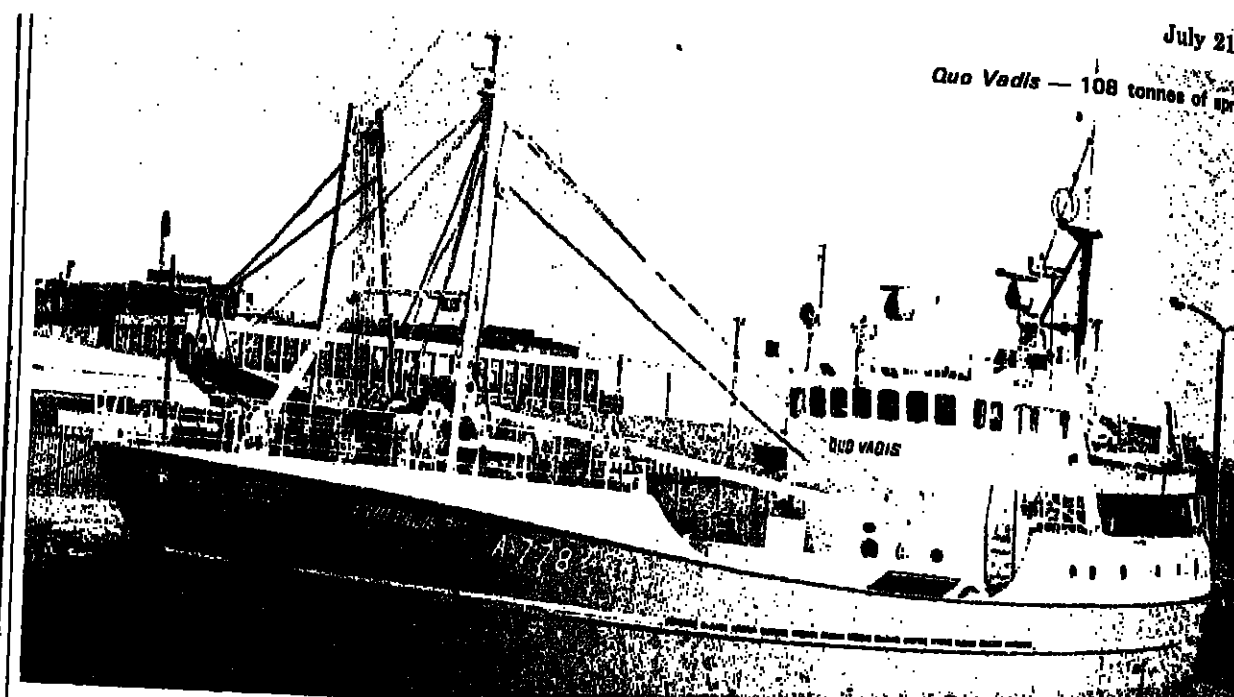
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## SCOTS SPRATTERS LAND AT HULL

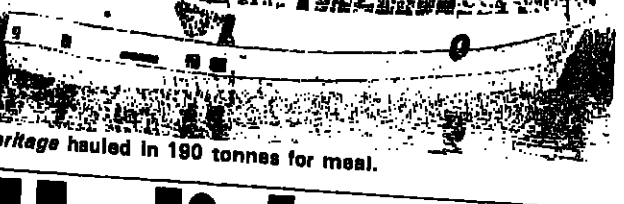
SCOTTISH BOATS have moved in early on the English north-east coast sprat fishing. These vessels have put in 12 landings at Hull for the fish meal factory between July 3 and July 18.

The first of the Scottish spratters to discharge at Hull this month was Quo Vadis which, after a turn-out of 108 tonnes on July 3, was back again on July 8 with a further consignment.

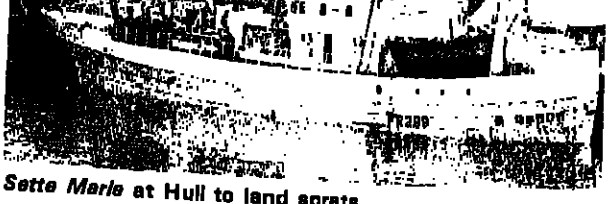
Other Scottish landings at Hull this month were: Coronella 118 tonnes; Sedulous 119 tonnes; Vigilant 200 tonnes; Brenelene 119 tonnes; Heritage 190 tonnes; Escholt 180 tonnes; Sette

Marie 68 tonnes, and Chris Andra 230 tonnes.

The peak time for Hull fish meal factory, expected to start in October when the industrial fishing season really gets underway.



Heritage hauled in 190 tonnes for meal.



Sette Marie at Hull to land sprats.

## Holiday 'frogs' hit the dogs

THE traditional July 14 Bastille Day national holiday in France had repercussions in Grimsby last week when dogfish prices slumped.

The week began well enough with the Bridlington liner Tradition (St. Dennis Jewitt) averaging over £25 per kit for just less than 100 kits of freshly caught dogs. But, by the time Tradition returned 24 hours later on July 12 with a much larger catch, the price had fallen by £10 per kit.

A spokesman for Sam Chapman & Sons, which manages many of the visiting summer dogfish liners, explained the price differential was mainly due to a temporary fall off in demand in northern France.

Skinned dogfish are exported there in quantity during the summer, but many of the normal outlets were closed for the July 14 celebrations.

By the weekend prices on the market were already starting to pick up again in anticipation of normal business this week.

Skipper Teddy Jones in Betty had averaged £19 and came close to breaking the port dogfish liner record with another £4,000 plus grossing on the sliding markets from a very large catch.

Also landing dogs at Grimsby last week were Alison Jane, Pioneer (KY 85), Ashville, Wayside Flower and Wellingring.



Tradition - dogfish prices drop £10 between trips.

## Lorries carry part-timers' catches

A WARNING that fishermen might take the law into their own hands to stop interference by skin divers has been given in letters to Devon Sea Fisheries Committee and the MAFF.

The writer is John Hutchings of Kingsway, owner of the Dartmouth crabber Tenacious, who claims there have been many incidents involving divers in Start Bay.

He says the problems of divers either interfering with pots or diving in areas being worked by potters has reached "tense proportions". Unless legislation is introduced, he says fishermen will be forced to take action themselves.

Mr. Hutchings says that skin divers who have jobs of their own catch shellfish to boost their incomes. They are not registered or controlled by any regulations - yet they catch so much shellfish that they have to hire small boats to take them away.

## CASTLEWOOD

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**M.F.V. "CASTLEWOOD"**  
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A NEW 75ft. seiner-trawler named **Castlewood** has started fishing from Peterhead under Skipper George Skene of Portnockie. She has been built by John Wood Group Shiprepairing Ltd. of Aberdeen.

Part of the John Wood Group (Aberdeen) Ltd., the firm occupies the former premises of the famous trawler builder John Lewis and Sons Ltd. A £2 million modernisation scheme has just been completed which has converted the yard into a modern ship repair and fabrication complex.

Limited facilities for new building have been retained, however, and Castlewood was built while reconstruction of the shipyard was in progress. She is one of two steel vessels being built at the yard for the Don Fishing Co., which is also a Wood Group subsidiary. Skipper Skene and his three brothers are shareholders in Castlewood which will be handled through the Peterhead office of the Don Co.

The vessel has been built as part of the Wood Group's extensive move into inshore fishing in recent years.

More than 40 inshore boats are handled by the group's various subsidiaries in Scottish ports and Castlewood is part of a four-boat building

programme which includes the 75ft. sister-ships **Shielwood** and **Merlewood** completed last year by Campbelltown Shipyard for the Aberdeen fleet.

Many main items of equipment aboard **Castlewood**, including Deutz propulsion engine, Northern Tool and Gear winch, Rapp power block, Fishing Hydraulics rope reels and Elac and Furuno echo sounders, are of

**Part of the  
Wood Groups'  
move inshore**

the same manufacture as those fitted to **Merlewood** and **Shielwood**.

Of round bilge form, **Castlewood** has a raked stem and transom stern and handled extremely well on her sea trials off Aberdeen.

Her lines are based on those of the seiner-trawlers **Hesperus**, **Veepor** and **Lorena** which were designed and built by Lewis three years ago for the Macduff fleet.

These three vessels, which are agents by another Wood Group subsidiary, are also powered by Deutz engines,

the success of which did much to prompt the choice of similar units for **Shielwood**, **Merlewood**, **Castlewood**, and the vessel now under construction in Aberdeen.

With an overall length of 75ft. 6in. and registered length of 69.4ft., **Castlewood** has a beam of 20ft. 10in. and moulded depth of 10ft. 6in. She is of traditional Scottish layout both on deck and below.

Some 3,000 gallons of fuel oil are carried in wing tanks in the engine room, and a double bottom tank below the fishroom has capacity for 750 gallons of fresh water.

Supplied by Duncan Rogers (Engineering) Ltd. of Renfrew, Scottish agent for Deutz, the main engine is a model SBA 12M 718U vee form, 12-cylinder, four stroke, turbo-charged unit, which produces 460 hp at 1,500 rpm.

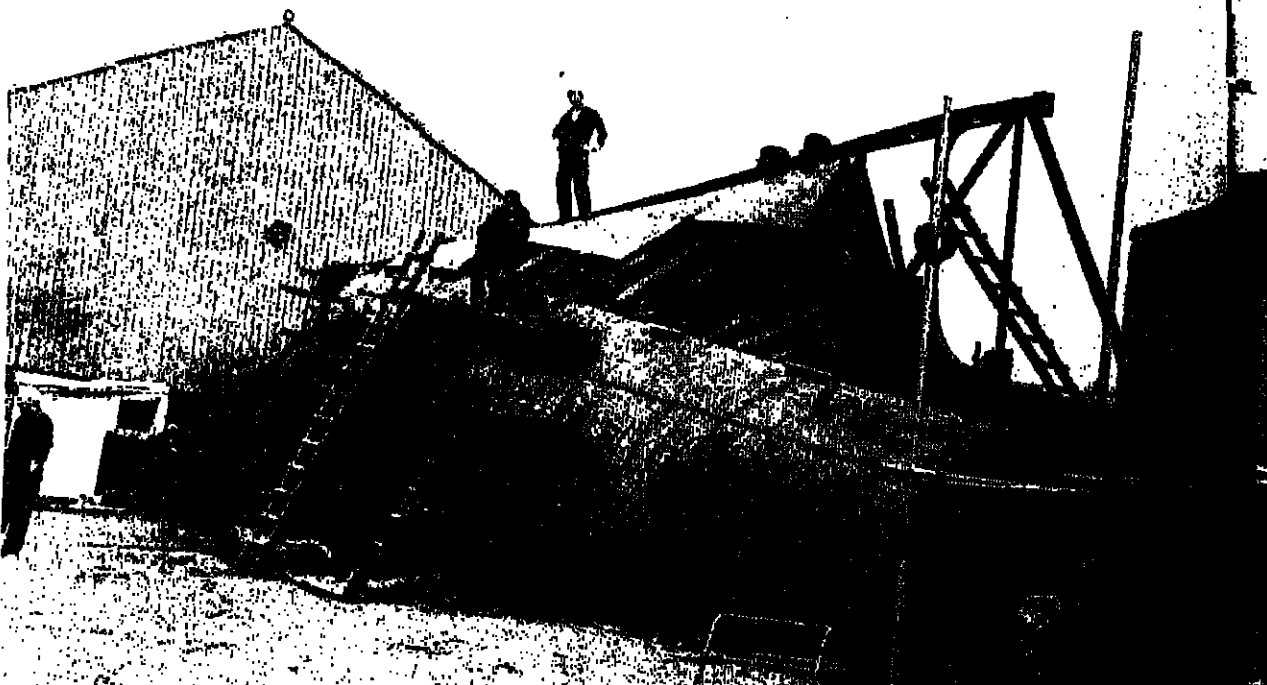
The engine has electric starting and turns a Bruntons fixed pitch propeller through a Reintjes WAV 400 A gearbox of 5:1 reduction ratio. Two Gardner auxiliary engines are fitted, the port model 6LXB giving 127 bhp at 1,500 rpm.

On the starboard side is a Model 4 LX auxiliary engine unit which gives 62hp at 1,500 rpm.

Power for the Dowty variable delivery hydraulic pump for the winch and for the belt-driven Vickers dou-

Turn to page 12

# ...sister on the way



A SISTER-SHIP to **Castlewood** is seen under construction (above) in the Aberdeen yard of John Wood Group Shiprepairing Ltd. She will be the last of a four-ship building programme for the Don Fishing Co. The first two boats — **Shielwood** and **Merlewood** — were built by the Campbelltown Shipyard

and are now in service with the fleet. Incorporated in the £2m. modern John Wood Group complex are two smaller slips now being used by the firm for overhaul work and oil boats fitted to the larger slip.

*Castlewood seen (final fitting out. The Reintjes net winch is for the Fishing Hydraulics reels and an FH oar is housed on the starboard side of the whaleback.*

## Peterhead greets latest 75-footer



Fish-finding aids aboard **Castlewood** include Furuno echo-sounder and adscope plus Elac echo sounder and fishlugs.

## SHIELWOOD... MERLEWOOD and now CASTLEWOOD!

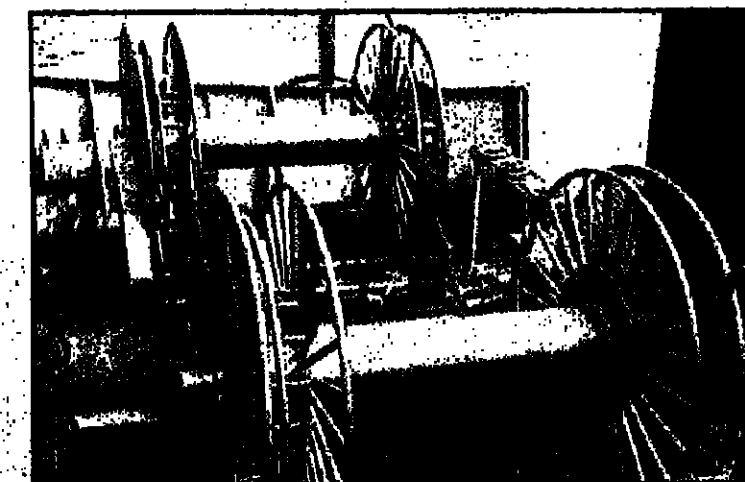
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**FISHING HYDRAULICS  
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# CASTLEWOOD

From page ten

ble pump unit for the remainder of the deck machinery, is provided from Frow Ltd. of Hull is located the fore end of this engine through a Twin Disc clutch and Fenaflex couplings.

A Newton Derby 415 V three-phase 50 Hz a.c. alternator is powered by direct drive from the after end of the engine.

Another Newton Derby 415 V alternator is powered by direct drive off the after and a clutch Vickers stand-by hydraulic pump for the deck machinery is driven off the free end of the alternator.

## Fans

Electrically driven equipment in the engine room includes two Gilbert Gilkes and Gordon bilge and general service pumps, Stuart Turner seawater and fresh water pressure sets, and Nordisk Ventilator ventilation fans.

The main switchboard is by McGeoch and Macphail Ltd. of Glasgow. On deck the Northern Tool and Gear Mastra Mk II seine and trawl winch is installed forward and is driven by a Domatic motor. The trawl drums have been temporarily removed while the vessel is seine net fishing.

Fishing Hydraulics of Eilon supplied the two drum system of rope reels, a Rapp 24RA power block hung on a Hiab 650 crane, and the small cargo winch.

For standby use, a Beccles rope coiler is fitted well

forward below the whaleback. A hand operated anchor windlass from Gemmell and Frow Ltd. of Hull is located on top of the whaleback.

The stern rail leads were made by Black Isle Engineering and are designed for strength and safety.

Wheelhouse, deck shelter, landing derrick and hatch covers are of aluminium.

Chalmist floodlights and a London Electric searchlight are carried.

Insulated with glassfibre faced with timber, the fishroom is arranged for carrying fish in boxes and on shelves and is fitted out with aluminium stanchions and wooden division boards.

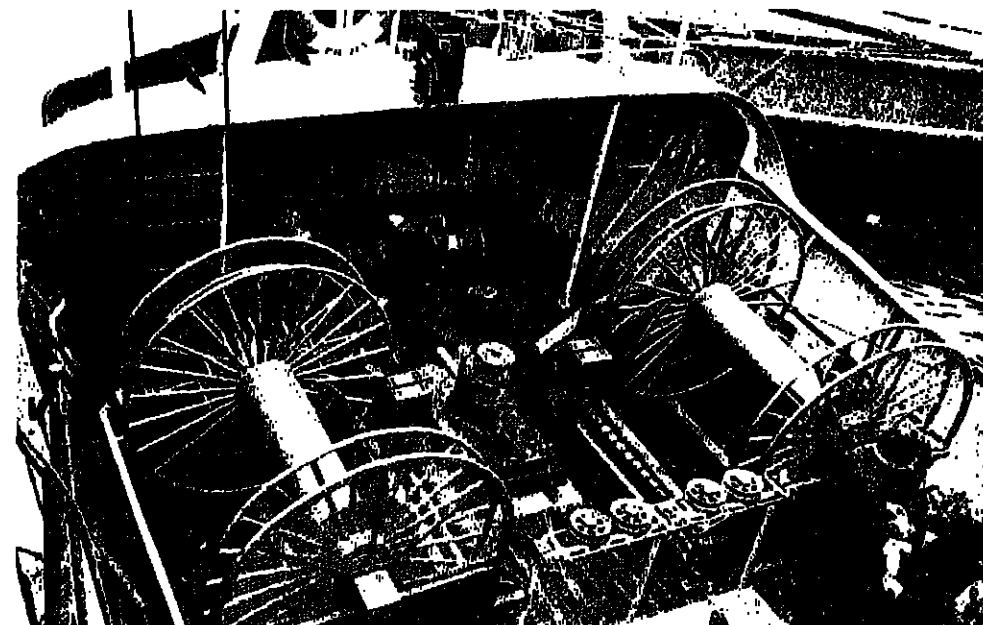
Electronic instruments in the wheelhouse were supplied by Decca, Redifon, and Woodsons of Aberdeen.

Decca fittings include two Mk 21 Navigators, 350T Track Plotter, 110 Radar, and 450 Automatic Pilot. The Furuno F850/A Echosounder, Adscope fishscope and FRS24 Radar are supplied by Redifon.

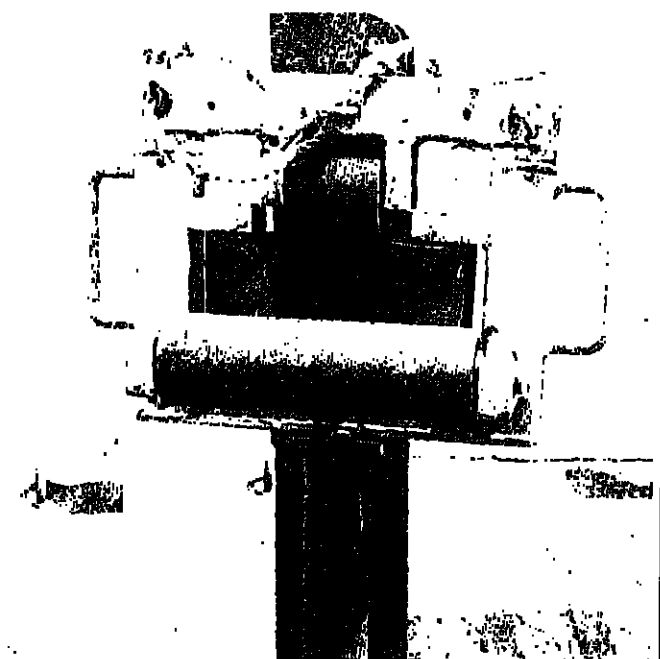
## Receiver

Units from Woodsons comprise: Elac LAZ72 Echograph with LAZ62 Fishlupe; "Sailor" T120 R105 radio telephone and RT144B VHF Radio telephone; Mermad 23 watch receiver and Woodsons Talk-Back system.

Other equipment in the wheelhouse includes Morse engine and winch controls,



Above: Fishing Hydraulics supplied the two-drum system of rope reels. Below: Castlewood's stern rail rope lead is from Black Isle Engineering.



## Week with the fleet

DR. ERIC EDWARDS, a Fisheries Ministry scientific officer, gave an illustrated lecture on shellfish to over 40 Guernsey fishermen last week.

Afterwards, the scientist faced an hour-long barrage of questions on shellfish biology, fishing gear and the management of shellfish stocks.

The lecture was arranged by the States of Guernsey Fisheries Committee. In his vote of thanks the president, Councillor A. F. S. Mackay, thanked Dr. Edwards for his interesting talk and for visiting the island to work with local fishermen.

During his eight-day stay in Guernsey, Dr. Edwards went to sea with five shellfish boats and examined catches from the island's inshore grounds.

Guernsey fishermen specialise in spider crabs and the annual catch, most of which is exported, is worth well over £250,000.

Other shellfish such as lobsters, "chancers" crab, crawfish and scallops are landed around the island. Shellfish exports each year are valued at well over £1 million.

Fears have been expressed by Guernsey fishermen that local fishing grounds are being over-exploited.

Dr. Edwards is advising the local sea fisheries committee on a system to collect data on the various shellfisheries and an under-graduate student has been appointed to work with Guernsey fishermen during the summer.

## BIG BID BY YOUNG BUYER

THE YOUNGEST 'buyer' on the market qualified for a new hat when he bought the first box from the maiden catch of the new sloop *Ocean Reveal* II.

The first box of cod sold for £110 to 12-year-old Bob Buchanan for East Coast Traders. Bob helps his father, Philip Buchanan, and his uncle, Joseph Buchanan, who run the fish processing firm.

Skipper Kenneth Wood and his crew of the new Buckie-registered sloop *Ocean Reveal II* landed 300 boxes of white fish at Peterhead market.

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IN THIS final part of a paper written by Aberdeen trawler chief, IAN WOOD, he explains why the proposed quota share-out by the EEC falls far short of reflecting Britain's contribution to the fish stocks. A strong case is made for coastal state preference. Fish should not be treated differently from any of the other resources belonging to individual states.

BECAUSE OF the total failure of the Community to put forward anything like acceptable proposals covering the very basic points of contribution to the stocks and conservation, the UK industry has made little public comment on the actual quotas proposed. This is firstly because it believes details can only be discussed after the basic principles have been agreed and, secondly, because the quota proposals submitted so far appear to be so grossly unfair to the UK that they are hardly worth commenting on.

The UK industry does not begin to accept a reference period as short as 1973-1976. Quota allocation on a historical basis has always referred to a long reference period — usually ten years.

## Restrict

The short reference period chosen by the Commission — 1973-1976 — represents a period when the UK was being substantially squeezed out of its distant water grounds — especially Iceland — and the UK, along with Norway and Russia, were operating a highly restrictive catch limitation scheme in the North East Arctic while other states were fishing on an unrestrained basis.

It also represents probably the worst period in NEAFC when swollen quotas were being conceded in a vain attempt to introduce some kind of order into chaos and maintain at least cosmetically some kind of unity within NEAFC.

The result was that the irresponsible gained at the expense of the responsible, an injustice which is perpetuated by the Commission's use of the 1976 NEAFC key.

The Commission's chosen reference period shows the UK's historical proportion of the Community catch as only 22.7 per cent when, in fact, the much more valid and normally accepted reference period of 10 years from 1968 to 1976 shows the UK's historic proportion of the Community catch as 27.4 per cent.

In addition, of course, whereas two years ago the Commission were clearly saying that human consumption species caught as a by-catch of industrial fishing should be disqualified from historical catches in the calculation of quotas, no attempt has been made to incorporate this mechanism into the quota treatment. Thus, what was very clearly the misuse of industrial fishing nets, which I referred to in my comments on conservation (Part 1), has not only benefited certain nations with inflated catches at the time but, in fact, is additionally rewarding these nations now with inflated historical catches to produce higher quota allocations.

The Commission have now come up with four different sets of quota proposals with the latest being those produced in January 1978. From these the Commission came up with a total UK quota per cent of 1,039,700 tons for the year 1978 which represented 24.4 per cent of the total fish available to the Community.

This figure included an allocation of 100,000 tons of horse mackerel, a species which it did not allocate to any other member country (presumably in an attempt to cosmetically inflate the UK's figure). Thus, for valid comparison purposes, the UK's total is 939,700 tons (a drop of 10 per cent on its 1976 catch against the Commission's claim of no reduction) and this represents an allocation of 21.9 per cent of the overall catch available to the Community.

# TOWARDS A COMMON FISHERIES POLICY

## PART 2: Quotas

contribution to the resources, the recognition that human consumption fishing should have priority, the recognition that North Britain should have preference, the UK's massive losses in third country waters, and the major contraction already enforced on the UK industry (and I refer further to this later), this seems to be an extremely modest and realistic request. It would certainly only be acceptable to the UK industry if it incorporated a device to ensure an increasing percentage of the catch as the stocks recover.

One of the amazing features of the last two years negotiations has been the way that virtually all the movement to compromise in the discussion has come from the UK with virtually no movement from the other side. Yet, the Commission and some of the other member states have tried hard to give the impression that it is, in fact, the reverse.

I have already made reference to the UK Government's indication that they were apparently prepared to accept a quota of 45 per cent which represents only about 70 per cent of our contribution to the stocks, but by far the most significant (and to the UK industry completely unacceptable) departure from the UK's extremely justifiable starting position was their willingness to be prepared to discuss the concept of "dominant preference" instead of the exclusive zone.

We in the UK industry accept that the UK is a member of a community and

as such must participate in making every endeavour to achieve a compromise to what is a very difficult problem. Because of this, and because we believe our Government are fully seized of, and prepared to fight for, the justice of the UK's case and are also fully aware of the extremely distressing present plight of our industry, we have not openly expressed our feelings of extreme dissatisfaction with the concept of dominant preference. We appreciate that all avenues must be explored in an attempt to achieve a genuine compromise.

**The Community has underestimated the strength of feeling and sense of injustice felt by the UK**

It must, however, be made clear that dominant preference must mean what it indicates, i.e. a genuine and substantial preference on starting quotas, in the growth of the stocks and in access.

We are prepared to accept that there must be some sharing out of the fish stocks in our national economic zone to other Community members.

In particular, we accept the principle that other Community members should have preference over third countries in the exploitation of these stocks and we also

accept that some of the benefits deriving from the recovering of the stocks must be shared out with our partners. But, the basic concept of coastal state preference covering initial allocation of quotas, participation in the growth and preferential access for the coastal state, must be incorporated.

We cannot be persuaded that fish should be treated differently from any of the other resources belonging to the individual member states. Quite simply, natural resources belong to the member state not to the Community, and the UK's very substantial resource (which the Commission prefer to call the UK's contribution to the Community pool) must be genuinely recognised and not lost in the application of political semantics to try and achieve a cosmetic solution.

We are certain neither our Government nor the UK Parliament will allow this to happen and, therefore, in spite of our misgivings we will continue to give full support to our Government in their attempts to achieve a fair compromise solution.

So, faced with the mass of evidence and facts in support of the UK's position, what is the case of the Commission and the other Community members? Basically, it comes back to their only possible point of support — the wording of the Treaty of Accession.

I have already made the point that the whole premise on which the Treaty was based — a world fishing limit norm of 12 miles — has total-

ly changed. In addition, the Treaty of Rome clearly recognises that the Community must accept change to take account of the vital national interests of any of its members and must respond to particular needs of these members.

This mechanism has been used in the past by a number of member states (in some cases more than once) who on occasions have defied the apparent legal basis of the Community to safeguard one of their vital national interests and, in so doing, have not only set a precedent, but have clearly underlined the fact that the Community is, of course, a political framework and not a legal framework. The UK now sees the fishing problem in this light and as a test of the real credibility of the Community.


Over the past few years, the UK fishing industry has undergone an enforced painful contraction. In the fishing discussions with our colleagues in other member countries, we are always amazed at the indignity with which they proclaim that they cannot see their way to accepting certain proposals because it will mean cutbacks in their fleets.

## Suffered

They appear to totally fail to appreciate that the UK has already suffered a very substantial reduction in her fleet. It is interesting to look at the statistics on fleet sizes in comparison between 1973 and 1976. In that period of time the UK has undergone a significant net reduction in fleet size, whereas Denmark has increased by more than 30 per cent, Holland by about 30 per cent and France also shows a net increase. Only West Germany shows any substantial reduction similar to that suffered by the UK.

Over the past four to five years something like 5,000 UK fishermen have found themselves out of work and, bearing in mind that each one

Continued on page 14

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**Billingsgate**

BETTER late than never — the grilse have arrived. And late they were — almost a month.

It would be interesting to know what factors control their return? Migrations of salmon are said to depend on tidal drift, with the fish making no conscious effort to guide their own path.

If that is so, what variations in that drift bring grilse back a year early? Why are some selected for early parenthood and others not?

We do know that fish are very sensitive to water temperature and that competing species, such as herring and pilchard, are kept apart by small variations in their preferences for particular water temperatures. Could it be that last winter's heavy snowfalls, plus this year's cold spring and miserable summer, have meant that the thawing of the snow on the mountains has been delayed; the cold melt water keeping down the temperature of the rivers for much longer than would be in a more temperate year.

Grilse waiting to run up the river have, no doubt, the ability to detect the river water both in its lack of salt and probably in its temperature, too. They may then have been reluctant to leave the comparative warmth of the sea to start their spawning run.

If this is the case, it should be possible to record the river water temperatures and compare them with the numbers of fish entering the river. From this data we might be able to predict the start of the grilse run from when a certain temperature had been reached. To be able to do this would be of great financial benefit to those engaged in the salmon trade — particularly if they could get the information secretly!

What a picture this conjures up. There is Johnnie Ringshaw of Grant and May Ltd. Trousers rolled up, boots slung round his neck, wading out into mid-stream at dead of night with thermometer in hand. No doubt, knowing Billingsgate, his progress would be carefully, if covertly, observed from upstream by Johnnie Nevnes, concealed in his own smoke screen of Gold Block. Down-stream there would be John Stone of Bennet's, whose stalking horse would be an old English sheepdog. Yes — it could make an excellent short story with them all getting apprehended for suspected poaching by Chief Inspector Watkin!

To be more serious, the grilse are here; we are glad to see them; they look beautiful, they smell beautiful and they taste even better than that.

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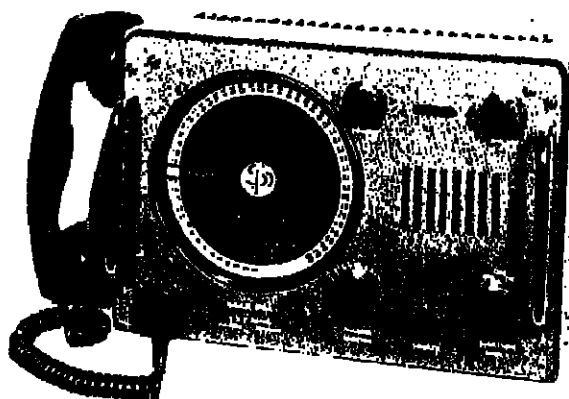
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ANY DECCA DEPOT

# POLICY

Continued from page 13

of these supports something like eight shore jobs, you begin to have an appreciation of the size of the problem. A visit to the ports of Fleetwood, Hull, Grimsby, Granton or Aberdeen soon shows the living evidence of the sad effects of this reduction.

In our smaller coastal ports where fishing has reasonably maintained its position over the last few years, almost all our coastal communities are totally dependent on fishing for a livelihood with very few alternative employment opportunities. Even in my home area in the North of Scotland where North Sea oil is now a major factor, the fishing industry still generates more local employment than the oil industry does.

## Largest

The Community is therefore in a situation where the UK has still the largest fishing fleet, has the largest fish consumption, in any fair historical appraisal had in excess of 40 per cent of the total Community human consumption catching effort of the important demersal and pelagic species, has already undergone a very substantial painful reduction arising from the loss of our traditional long distance grounds, and has a vital national interest in terms of the large number of coastal communities totally dependent on fishing.

When that is weighed up against the outdated and now irrelevant wording of the Treaty of Accession, it becomes clear why the use of a legal technicality in this

situation has achieved nothing other than the total disagreement and disruption which now exists.

Coming right up-to-date, we are faced with a situation where eight of the member countries are meant to be working to what has become known as the Berlin Compromise (although exactly where the compromise arises is a mystery to the UK) which, of course, has absolutely no statutory backing and to which the industries of these member countries freely admit they are not adhering.

We are again back to the position of the two mothers in

the wise King Solomon story and the UK industry is only too aware and concerned at the extreme risks inherent in the continuing complete lack of catch limitation, conservation and control regime.

However, our industry has already suffered substantially in our complete commitment to the basic justice of our case. We have made it absolutely clear to our Government that we are prepared to accept a harsh, rigid, non-discriminatory and if necessary unilaterally imposed conservation regime (as per the Hague Agreement) which will cause severe hardships over the next years.

We are to some extent comforted in this resolve with the knowledge that the Commission in their heart of hearts must recognise the extreme danger inherent in the present situation and must accept that the harsh conservation measures which the UK may require to introduce would be completely justified and, in fact, essential, if the member countries in the Community are to have any long term fishing future at all. I believe that to some extent the Community has vastly under-estimated the strength of feeling and sense of injustice felt by the UK on the fishing issue.

# Pair hits hake

THERE were no foreign ships in sight at Fleetwood last week.

The outstanding local vessels were the pair trawlers *Jacinta* and *Fyldea* which, between them, landed the biggest catch of hake the port has seen in years.

*Jacinta* (Sk. Bill Taylor) made £35,971 from 1,105 kits, including 100 of hake, 550 of cod, 120 of haddock and 200 of coley.

*Fyldea*, with Skipper Victor Buschini in command, grossed £31,848 from 1,005 kits — 80 of hake, 520 of cod, 100 of haddock and 250 of coley. For the amount and types of fish landed it was a disappointing total.

Last week proved better for the large middle-water stern trawlers, with four making more than £19,000. This was partly due to good fishing at Rockall.

*Irana* worked the area under the command of Skipper Frank Wilson before returning with 680 kits — 140 of cod and 500 of haddock —

worth a total of £22,292.

Her sister-ship *Gavina*, with Skipper Charlie Scott in command, also worked the area and landed 1,088 kits (including 210 of cod and 700 of haddock) which sold for £20,517.

The sister-ships *Boston* *Beverley* and *Boston* *Blenheim* worked different grounds but made good grossings thanks to big catches of coley.

# Manager's blast

BOSTON Deep Sea Fisheries' recent sale of the 60ft. trawler *Speedwell* from Fleetwood to Lowestoft has brought a broadside over landing rules.

Vessels of more than 60ft. have to be landed at Fleetwood docks by port lumps and not outside at the Jubilee Quay where fishermen can land their own catches.

Bill Rawcliffe, trawling manager for Boston at Fleetwood, said: "Boats are being driven out of Fleetwood because it's so expensive.

"A lot of people ring us up to find out about the charges and, when they hear the price, don't come. "We acted for the Irish quite a lot in the past, but now you just get the old Irish ship coming for a trip or two and then decide not to come again."

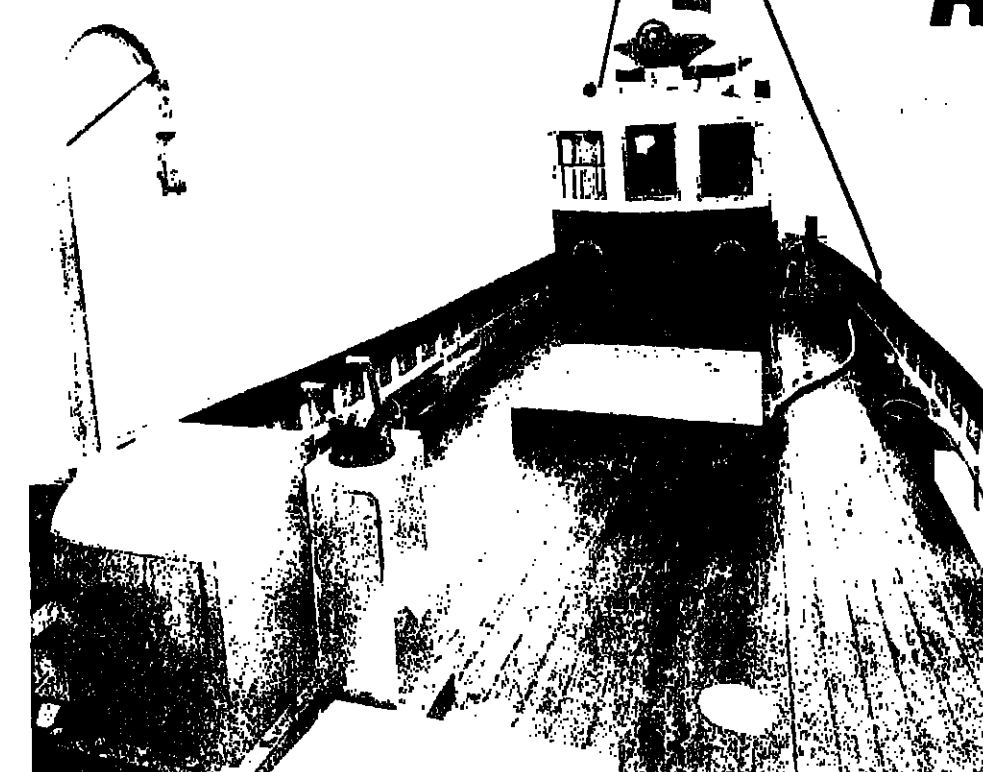
July 21, 1978

July 21, 1978

# WOODEN BOATS FOR SOUTH COAST PORT

## Rowella

Rowella's deck.



PAGE THREE is the name of the latest wooden potter from the Dixon yard of Exmouth, Devon.

She is a 32-footer which her skipper - owner, Ted Bishop of Lynton, will also use for oyster dredging and potting.

*Page Three* is Skipper Bishop's second boat from the yard and she has a 12ft. 6in. beam and 4ft. 6in. draught. Her design is by the Dixon yard and she is built to WFA specifications.

The iroko-built craft has grown oak frames, a well deck and galvanised fastenings throughout. The wheelhouse is offset to port on the Poole, Dorset, registered boat.

A. Ray Burn (Plymouth)

## PAGE THREE

Ltd. supplied the 115 hp Thornycroft type 345 diesel, which drives through a hydraulic 3:1 reduction gearbox, and the stainless steel shaft and four-bladed propeller were bought from Yacht Chandeliers of Great Britain Ltd. She achieved a speed of around 8.5 knots on trials and has 24V electrics.

Seawinch of Bridport, Dorset, supplied both the 1-ton hydraulic trawl winch and one-ton capstan (with line hauling head) for potting. A derrick is mounted forward for use with the capstan and, for oyster dredging, *Page Three* is fitted with twin booms aft.

Dual controls are mounted alongside the capstan and the hydraulic dual-station steering is by Wills-Ridley. All the ironwork on the aft wheelhouse boat is galvanised and the electronic aids aboard her include Seavoice radio telephone, Depmar 131 echo sounder and Decca 050 radar. She left the yard one month ago.

Dixon is at present building a 26-footer for local man, Doug Quilter. This crabber/scallop is due to be launched in the autumn and will be powered by a 58hp Lister diesel. Then, the yard will be starting work on a 35-footer.

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Lynton owner Ted Bishop has had *Page Three* built for potting, trawling and dredging. His previous Dixon boat was *Just Friends*.

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- Stocks of Whales — Mockintosh ..... £4.25
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- Textbook of Fish Culture: Breeding and Cultivation of Fish — Huot ..... £15.00
- Trawlers' Handbook — Oliver ..... £8.20
- Tuna: Distribution and Migration — Nakamura ..... £3.00
- Underwater Observation Using Sonar — Tucker ..... £4.00

To: Fishing News Books Limited, 1 Long Garden Walk, Farnham, Surrey, England. (Tel. Farnham 268068). (Registered in England No. 412078. Reg. office: Lee House, London Wall, London EC2.)

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## BARGAIN CORNER

### Escape to Sea — John Burgess

A vivid description of the author's escape from deskwork in the '30s, via the Australian bush, to the sea career which gave practical knowledge for his current writings. His world-wide adventures pointed to many ways in which a living can be made from the sea; the book ended with guidance on fishing methods, places, training. Some of this detail is now dated which means you can now buy this lively yarn for £1 only



# Catches and Prices

## TOP LANDINGS LAST WEEK

### GRIMSBY

Distant water  
£33,244: Northern Gift, BUT (Sk. R. Pepper), 1,192k, WS, 22 days.  
£23,872: Prince Philip, Boston (Sk. E. Grant), 907k, WS, 23 days.

### Middle water

£22,375: Ross Lynx, BUT (Sk. D. Cooper), 910k, W, 15 days.  
£22,193: Ross Juno, BUT (Sk. J. Waddingham), 746k, W, 16 days.  
£22,059: Carlisle, Consol (Sk. K. Herron), 764k, W, 16 days.  
£21,922: Ross Cougar, BUT (Sk. J. Major), 748k, W, 15 days.  
£21,004: Ross Leopard, BUT (Sk. J. Brown), 689k, W, 17 days.

### North Sea

£10,424: Lemberg, Lindsey (Sk. E. Pexman), 264k, NS, 13 days.  
£10,402: Opano, Taylor (Sk. R. Penketh), 219k, NS, 14 days.  
£10,028: Lofoten, Lindsey (Sk. A. Hutton), 251k, NS, 13 days.  
£9,629: Lepanto, Lindsey (Sk. A. Crowe), 245k, NS, 12 days.  
£9,400: Okino, Taylor (Sk. D. Venney), 295k, NS, 15 days.

### HULL

£58,711: Ross Sirius BUT (Sk. D. Paterson), 2,155k, WS, 24 days.  
£40,712: St. Giles, Hamling (Sk. D. Milner), 1,824k, WS, 22 days.  
£35,156: Ross Altair, BUT (Sk. A. Start), 1,323k, WS, 24 days.  
£32,621: St. Dominic, Hamling (Sk. D. Platten), 1,020k, WS, 22 days.  
£25,689: Somerset Maugham, Newington (Sk. E. Wooldridge), 1,506k, WS, 23 days.

### FLEETWOOD

£22,292: Irvana, Marr (Sk. F. Wilson), 690k, 15 days.  
£20,517: Gavina, Marr (Sk. C. Scott), 1,088k, 15 days.  
£19,786: Boston Beverley, Boston (Sk. H. McMillan), 837k, 16 days.  
£19,209: Boston Blenheim, Boston (Sk. R. Rawcliffe), 909k, 16 days.  
£8,051: Admiral Hawke, Hewitt (Sk. P. Weirman), 326k, 15 days.  
£7,331: Andrew Wilson, Hazael (Sk. J. Banks), 232k, 15 days.  
£5,874: Rosamunda, Ward (Sk. K. Beavers), 284k, 14 days.  
£2,668: Craigmillar, Ward (Sk. D. Bailey), 90k, 14 days.

### Pair teams

£35,971: Jacinta, (Sk. W. Taylor), 1,105k, and £31,468: Flyden, (Sk. V. Buschini), 1,005k, both Marr, 16 days.  
£26,648: Norina, (Sk. V. Dingle), 760k, and £14,887: Idena, (Sk. W. Reader), 430k, both Marr, 16 days.

### LEITH

£11,973: Arctic Attacker, Liston (Sk. R. McPherson), 458 cwt, WC, 12 days.  
£10,730: Arctic Crusader, Liston (Sk. R. Throft), 436 cwt, WC, 13 days.  
£9,463: Arctic Brigand, Liston (Sk. A. Wood), 454 cwt, NS, 13 days.

### LOWESTOFT

£16,000: Boston Sea Sprite, Boston (Sk. M. Raven), 462k, NS, 12 days.  
£14,145: Boston Sea Fury, Boston (Sk. V. Crisp), 384k, NS, 12 days.  
£13,908: Barnby Queen, Talisman

(Sk. C. Craig), 420k, NS, 12 days.  
£13,765: St. Georges, East Coast (Sk. J. Gallagher), 408k, NS, 12 days.  
£13,201: Suffolk Chieftain, Hobson (Sk. E. Brighty), 401k, NS, 12 days.  
£13,033: Hatherleigh, Putford (Sk. B. Turner), 363k, NS, 12 days.

### NORTH SHIELDS

£11,311: Ben Strome, Irvin (Sk. E. Longhorn), 34,763kg, NS, 12 days.  
£10,583: Ben Chourn, Irvin (Sk. T. F. Jamieson), 26,047kg, NS, 13 days.

### Under 80 ft.

£19,471: Christine Nielsen, Irvin (Sk. C. Ellis), 32,781kg, NS, 6 days.  
£7,351: Lindisfarne, Irvin (Sk. J. Bailey), 12,902kg, NS, 3 days.  
£7,297: Congener, Irvin (Sk. A. Morse), 13,370kg, NS, 3 days.  
£6,498: Bishop Burton, Newington (Sk. T. Fairly), 11,789kg, NS, 4 days.

£5,107: Sunbeam, Caley (Sk. P. Fairburn), 13,812kg, NS, 6 days.

### MILFORD HAVEN

£9,367: Rosevear, Norrard (Sk. J. Mansson), 203k, 12 days.  
£9,020: Picton Sealion, Norrard (Sk. T. Salter), 181k, 13 days.  
£8,747: Bryher, Norrard (Sk. G. Tripp), 185k, 13 days.  
£5,327: Norrard Star, Norrard (Sk. J. Rogers), 104k, 6 days.  
£3,383: Arthur Harvey, (Sk. J. Donovan), 73k, 6 days.

KEY: B1 Bear Island; SS Parents Sea; DW distant water; F Faroe Islands; G Greenland; HW home water; I Iceland; IS Irish Sea; NC Norway Coast; NFL Newfoundland; NS North Sea; O Orkney; R Rockall; S Shetland; W Westaries; WC West Coast; WS White Sea; Sk Skipper; k kts; c cwt; kg kilo.

£47/55 (£52.46); plaice, £33/40 (£40); redfish, £28.50/£29.26 (£28.69); rockfish, £14.50/£27.26 (£29.67).

### ISLE OF MAN

Prices: herring, 259 units landed at £45/£50.80; per unit.

### DUBLIN

Supply of 287 salmon and 1,077 boxes of fish. Demand was good and main varieties were plaice, mackerel, ray. Prices: salmon, £1.81/£1.90; grilse, £1.30/£1.60; lobsters, £1.50/£2.30; trout, 50p/70p; prawns, 30p/61p; tail, 60p/95p; black sole, £1.30/£1.40; slugs, 45p/60p; brill, 17p/25p; turbot, 17p/21; plaice, 7p/40p; white sole, 7p/8p; dabs, 5p/6p; white pollack, 16p/18p; cod, 30p/25p; codling, 18p/20p; haddock, 16p/17p; whiting, 8p/11p; per lb; round whiting, £4/£5; ray, £8/£13; mackerel, £4/£5; per box.

### GRIMSBY

Good supply of 7,225 kits from 23 boats met a fair demand. Prices: shelf cod, £3.80/£4.80; codlings, £2.20/£3; large haddock, £4/£4.50; medium, £3.50/£4; small, £2.80/£3.20; large plaice, £5.20/£6.80; medium, £4.20/£5.60; best small, £3.60/£4.30; skinned dogfish, large, £7.50; medium, £6.50; saithe, £1.50/£2.60; rockfish, £1.40/£2; lemon sole, £6.50; rede, £1.20/£1.90; per stone.

### NEWLYN

Prices: large mackerel, £1.50; large medium, £1.20; small medium, £1; small, 75p; medium, £3; small, 150p; gurnard, £2.50; large pollack, £2.70; small, £1.20; large plaice, £4.50; medium, £3.80; small, £2.50; large lemon sole, £5; medium, £4.20; small, £3.20; large Dover sole, £2.4; medium, £1.8; small, £1.1; squid, £9.50; large monkfish, £15.50; medium, £8; small, £5.50; large ray, £5.50; large medium, £3.60; small, £1.80; cod, £3.60; haddock, £3.80; ling, £2.30; large conger eel, £1.80; medium, £1.30; small, 70p; large halibut, £3; medium, £6.50; small, £3.20; large brill, £11.80; medium, £7.50; large John Dory, £13.40; medium, £9.50; small, £6; per stone; bass, £1.40; per lb.

### TUESDAY, JULY 18

#### ISLE OF MAN

Prices: herring 720 units landed at £40/£57.20; per unit.

#### LOCHINVER

340 boxes from six boats. Prices: cod, £3.10/£3.70; haddock, £2.30/£4.48; round haddock, £2.20; whiting, £1.42/£2.80; ling, £1.40/£3.70; mormon, £2.20/£4; lemon sole, £2.60/£4.50; whiting, £1.80; turbot, £1.8; monkfish, £4.50; skate, £2.40/£3.60; saithe, £1.10/£1.70; lythe, £2.70; ling, £2.30; dogfish, large, £2.20/£1.80; large prawn tails, £35.20/£36; small, £18.05; per stone.

#### LOSSIEMOUTH

120 boxes from five boats. Prices: haddock, £2.40/£4; codling, £3/£4; whiting, £1.30/£1.50; ling, £2.50/£5.80; sole, £3/£5.50; per stone.

#### MACDUFF

510 boxes from seven boats. Prices: lemon sole, £1.90/£4.80; dabs, 30p/£1.20; monkfish, £4.20; plaice, £2/£3.50; per stone; medium haddock, £2.40/£2.4; small, £1.2/£0.15; round whiting, £5/£7.40; round cod, £4.50; per box.

#### FLEETWOOD

Prices: cod, £32/£39; codling, £49/£51; small, £22/£26; hake, £50/£85; cod, £22; monkfish, £45; roker, £32/£40; patch, £12/£28; pollack, £38; per 10 st. kit.

#### MILFORD HAVEN

292 kits from three boats. Prices: large cod, £48; large plaice, £42; medium, £33.50/£39.50; small, £13/£14; turbot, £132; whiting, £12.80/£14; Dover sole, £17; slugs, £105; tongues, £80; brill, £36/£45; large ray, £28.50/£29.50; small, £23/£24.50; per 8 st. kit.

#### BUCKIE

82 boxes from four boats. Prices: cod, £3.20; codling, £3; large haddock, £4; medium, £3.60; small, £3.20; small round whiting, £1.80; large lemon sole, £3; small, £1.50; medium, £1.80/£2.50; large prawn tails, £24; small, £15; ling, £1.50; skate, £1; catfish, £2; per stone.

July 21, 1978

July 21, 1978

FISHING NEWS

17

## Farmers get EEC storm grants

ALL THE EEC money for compensation to those who suffered in last winter's storms had been allocated to local authorities and the farmers' self-help fund.

Applications for aid to the Government from several fishing groups, including the Fisheries Organisation Society, have been rejected.

Edward Bishop, Minister of State, Agriculture and Fisheries, in a written reply to Christopher Brocklebank-Powler, Tory MP for North-West Norfolk, said that the MAFF has received compensation requests for fishermen affected by the east coast floods from Eastern Sea Fisheries Joint Committee, FOS, Norfolk County Council and Deal and Walmer Fishermen's Association.

Mr. Bishop said that Mr. Silkin, his minister, had considered carefully whether it would be possible to make assistance available to the fishing industry, but had regretfully concluded that it was not practicable.

"The Government has decided that we must adhere to the policy of successive Governments not to provide compensation for losses due to natural hazards from the Exchequer, and the only funds therefore that we have at our disposal are from the small but welcome contribution from Community sources."

That money had been allocated to local authorities and the farmers' self-help fund because of the large number who had suffered and the impossibility of helping all.

Mr. Bishop suggests that, in the circumstances, local authorities were "the most appropriate source of assistance" to fishermen.

After speaking to Skipper Jimmy Brown of BUT's trawler *Ross Leopard* — specially taken off fishing and immediately painted up for the visit — the Prince ignored the inspection gangway and walked straight past the 130-footer.

Skipper Tom Spall of *Shannon* was more fortunate. A lengthy discussion about the deck layout was followed by a brief inspection of the wheelhouse.

Prince Charles also spoke with Skipper Leo Højberg of the anchor seiner *Macand*, but did not go aboard, before showing a keen interest in a

The vessel, which has been named *St. Leger*, is the first of a three-ship order placed with the yard for steel North Sea fishing vessels and will be based on Grimsby with the Hamling subsidiary A. B. Richardson & Co. Ltd.

It is the first time since the Hull firm moved into Grimsby at the beginning of the year that it has announced fresh tonnage for the port.

Skipper Jackie Zeebroek (ex-Jarvis) will take command of the Baudouin-engined vessel which is expected to arrive at Grimsby in September.

The Paul yard was purchased in December 1977 by J. R. Rix and Sons Ltd.

BRINHAM  
Prices: large plaice, £4.40; medium, £4.40; small, £4.20; turbot, £15; whiting, 80p; £3.20; lemon sole, £7; Dover sole, £1.50; brill, £8.50; ray wings, £6; large conger, £1.20; small, 50p; squid, £6.80/£7; monkfish, £7.20; dabs, 80p/£2.80; mackerel, 50p/65p; per stone.

LOWESTOFT  
£146 kits from six boats. Prices: large cod, £24/£40; whiting, £10/£16; large plaice, £38/£42; medium, £37/£41; small, £31/£40; codling, £20/£26; large haddock, £28/£38; small, £15/£32; large turbot, £155/£180; small, £80/£100; lemon sole, £35/£55; brill, £45/£60; dabs, £18; monkfish, £50; large roker, £38/£40; small, £32/£36; catfish, £22/£24; per 10st. kit.

NORTH SHIELDS  
Prices: large cod, £21.50/£24.75; medium, £23/£24.75; small, £21.75/£22; selected small, £21.75/£22; small, £13/£13.50; large dogfish, £7/£9; small, £1/£1.50; selected whiting, £10/£12; small, £5; large lemon sole, £34/£38; medium, £22/£25; small, £15/£22; large plaice, £23/£25; medium, £20.75/£26; small, £18/£20; per 40 kilo unit.

ABERDEEN  
263 tonnes from 15 boats from North Sea and Faroe. Prices: cod, £24/£25; large codling, £27.50/£36; medium, £25/£28.5; small, £14/£18; ling, £14/£18; tusk, £11; saithe, £6.20/£11; large haddock, £27.40/£39.5; medium, £25/£36.50; small, £11.20/£28; whiting, £8/£22.8; hake, £47/£59; lemon sole, £29/£42; plaice, £20/£33; per cent. halibut, £5.50/£6; per stone, salmon, £1.60/£1.85; grilse, £1.28/£1.60; trout, £1.48/£1.8; per lb.

ABROATH  
17 boats landing. Prices: medium haddock, £22/£23; selected, £24/£27; small, £22/£24; large codling, £22/£24; medium, £20/£22; small, £12/£16; large whiting, £10/£14; small, £6.30/£8; per box; lemon sole, £4; dabs, £2.50/£3; per stone.

PETERHEAD  
2,648 boxes from 23 boats. Prices: cod/codling, £2.20/£4.4; gutted whiting, £2.20/£2.6; small round whiting, 85p/£1.1; catfish, £2/£2.10; monkfish, £5.30/£5.80; catfish, £2.40/£2.8; ling, £2.30/£2.50; sole, £3.60/£5.20; plaice, £2.50/£4.4; per stone; large haddock, £23/£32.50; medium, £20/£28; small, £16.00/£22.50; mackerel, £4; per box.

WICK  
550 boxes from 10 boats. Price: cod, £16.20/£16.60; haddock, £7/£28; whiting, £5.20/£11; skate, £28.50; per 6 st. box.

WEDNESDAY, JULY 19  
(Market Sale)  
ISLE OF MAN  
Prices: herring, 450 units landed at £55.60/£81.40; per unit.

GRIMSBY TRAWLER LAUNCH

A 60-ft steel side fishing-trawler was launched yesterday (July 20) at the Paul yard on North Humberside of John R. Heworth & Co. (Hull) Ltd. for Hull trawler owners Thomas Hamling & Co. Ltd.

The vessel, which has been named *St. Leger*, is the first of a three-ship order placed with the yard for steel North Sea fishing vessels and will be based on Grimsby with the Hamling subsidiary A. B. Richardson & Co. Ltd.

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Prices: large plaice, £4.40; medium, £4.40; small, £4.20; turbot, £15; whiting, 80p; £3.20; lemon sole, £7; Dover sole, £1.50; brill, £8.50; ray wings, £6; large conger, £1.20; small, 50p; squid, £6.80/£7; monkfish, £7.20; dabs, 80p/£2.80; mackerel, 50p/65p; per stone.

LOWESTOFT  
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NORTH SHIELDS  
Prices: large cod, £21.50/£24.75; medium, £23/£24.75; small, £21.75/£22; selected small, £21.75/£22; small, £13/£13.50; large dogfish, £7/£9; small, £1/£1.50; selected whiting, £10/£12; small, £5; large lemon sole, £34/£38; medium, £22/£25; small, £15/£22; large plaice, £23/£25; medium, £20.75/£26; small, £18/£20; per 40 kilo unit.

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17 boats landing. Prices: medium haddock, £22/£23; selected, £24/£27; small, £22/£24; large codling, £22/£24; medium, £20/£22; small, £12/£16; large whiting, £10/£14; small, £6.30/£8; per box; lemon sole, £4; dabs, £2.50/£3; per stone.

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NORTH SHIELDS  
Prices: large cod, £21.50/£24.75; medium, £23/£24.75; small, £21.75/£22; selected small, £21.75/£22; small, £13/£13.50; large dogfish, £7/£9; small, £1/£1.50; selected whiting, £10/£12; small, £5; large lemon sole, £34/£38; medium, £22/£25; small, £15/£22; large plaice, £23/£25; medium, £20.75/£26; small, £18/£20; per 40 kilo unit.

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17 boats landing. Prices: medium haddock, £22/£23; selected, £24/£27; small, £22/£24; large codling, £22/£24; medium, £20/£22; small, £12/£16; large whiting, £10/£14; small, £6.30/£8; per box; lemon sole, £4; dabs, £2.50/£3; per stone.

PETERHEAD  
2,648 boxes from 23 boats. Prices: cod/codling, £2.20/£4.4; gutted whiting, £2.20/£2.6; small round whiting, 85p/£1.1; catfish, £2/£2.10; monkfish, £5.30/£5.80; catfish, £2.40/£2.8; ling, £2.30/£2.50; sole, £3.60/£5.20; plaice, £2.50/£4.4; per stone; large haddock, £23/£32.50; medium, £20/£28; small, £16.00/£22.50; mackerel, £4; per box.

WICK  
550 boxes from 10 boats. Price: cod, £16.20/£16.60; haddock, £7/£28; whiting, £5.20/£11; skate, £28.50; per 6 st. box.

WEDNESDAY, JULY 19  
(Market Sale)  
ISLE OF MAN  
Prices: herring, 450 units landed at



